AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

DECEMBER 1949

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We've Both Got Responsibilities

Separating Subsidy From Air Mail Pay

Danger!

Designed for Cargo

The Forwarder is Your Traffic Department

This is the 7350th!

Air Shipping Lesson No. 9—Emergencies

Vol. 15 No. 4

MR. J. E. OBERLIES,
Traffic Manager,
Eli Lilly
International Corporation
Indianapolis, Indiana

"Skilled handling by Clipper Cargo reduces damages to a minimum."

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J. E. Oberlies

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Why not learn how Pan American can bring *more* business to your company? Call your Clipper Cargo Agent or your local Pan American World Airways office.

Only Pan American offers the advantages of

CLIPPER CARGO

PAA

AIR-X-PRESSING THE NEWS

THIRTY years ago saw the first full-scale experiment to demonstrate the feasibility of transporting property and merchandise by airplane. The project called for a non-stop cargo flight from New York City to Chicago.

To carry this pioneer air express cargo, the Express Agency's predecessor chartered a four-engined Handley-Page biplane, a converted World War I bomber. It had a wing span of 126 feet and was powered by four 400-hp Roll- Royce engines set in tandem with two tractor and two pusher propellers.

A few weeks earlier, the big ship had been flown 1,135 miles non-stop from Newfoundland to Mitchel Field, Long Island. Because there wasn't a hangar big enough to shelter it, it sat out in the open for several weeks, exposed to all kinds of weather.

The nation was slowly getting back to peacetime pursuits following the Armistice of November, 1918. Woodrow Wilson toured the country to plead the cause of the Versailles Treaty and the League of Nations. . . . General "Black Jack" Pershing led the 1st Division up Fifth Avenue in New York to the cheers of two million spectators . . . the Prince of Wales was touring Canada and the United States . . . and the Army flying team of Maynard and Pearson won the United States transcontinental air race, New York to San Francisco and return.

Early on the morning of November 14, 1919, with favorable weather reported for the first time in weeks, Mitchel Field mechanics began tuning up the big ship.

The pilots, Admiral Mark Kerr, RN, and Major Brackley, RFC, together with a crew of four and two passengers, climbed aboard. Some 600 pounds of express—regular shipments for Chicago department stores and other Chicago business houses—had been stowed away in the fuselage.

With a deep-throated roar of its engines, the Handley-Page lifted itself from the runway and was lost to sight across Lower New York. Some hours later, strong headwinds forced the pilot to climb to 8,000 feet.

As Admiral Kerr strove vainly to keep the biplane on its course, with instruments registering 90 miles per hour, although actual air speed was only 50 miles per hour, a water pipe connection froze and split. Kerr was forced to seek a landing and brought the big ship down in an open field near Mt. Jewett in north-central Pennsylvania.

Even though this first experimental express-by-air flight had fallen short of its goal, it provided the first practical demonstration of coordinated air and rail service. Twenty minutes after the big Handley-Page was forced down, the express packages were hauled to the Mt. Jewett express office and put aboard the first westbound Chicago train.

Eight years later, in September, 1927, the Air Express service of REA got off to a practical flying start. Today Air Express is in its 23rd year of nationwide service.

American business and industry give Air Express 4,000,000 shipments a year, in contrast to the 17,000 shipments that were handled back in 1928.

Only $2.98 helps put new "sell" in television advertising

Sponsor of television show had to refilm his commercials to meet a new selling problem. New films picked up at studio 4 P.M., delivered to TV station 800 miles away 8:17 P.M. same evening. Air Express cost for 11-lb. carton, $2.98. (In *undramatic* fashion Air Express keeps radio, television or any business rolling.)

Remember, $2.98 bought a complete service in Air Express. Rates include door-to-door service and receipt for shipment—plus the speed of the *world's fastest* shipping service.

Every Scheduled Airline carries Air Express. Frequent service—air speeds up to 5 miles a minute! Direct by air to 1300 cities; fastest air-rail to 22,000 off-airline offices. Use it regularly!

Only Air Express gives you all these advantages

Nationwide pick-up and delivery *at no extra cost* in principal towns, cities.

One-carrier responsibility *all the way*; valuation coverage up to $50 without extra charge. And shipments always *keep moving*.

Most experience. More than 25 million shipments handled by Air Express.

Direct by air to 1300 cities, air-rail to 22,000 off-airline offices.

These advantages make Air Express your best air shipping buy. Specify and use it regularly. For fastest shipping action phone Air Express Division, Railway Express Agency. (Many low commodity rates in effect. Investigate.)

SPECIFY AIR EXPRESS
AIR EXPRESS
GETS THERE FIRST

Rates include special pick-up and delivery door to door in principal towns and cities

AIR EXPRESS, A SERVICE OF RAILWAY EXPRESS AGENCY AND THE
SCHEDULED AIRLINES OF THE U.S.

AIR CARGOREELS

KLM ROYAL DUTCH AIRLINES dramatizes its air freight services with an eye-appealing window display on New York's busy Fifth Avenue (above). Here Mr. and Mrs. New Yorker are given a lesson in air cargo, with examples of KLM's recent planeload of animals flown from the Far East, the largest single piece ever flown into Canada from Europe, not to mention the important fact that today's planes are flying everything from A to Z.

TELEVISION EQUIPMENT for TV Station KPIX, San Francisco, as it arrived after a cross-country flight from the RCA plant in Camden, New Jersey, by the Flying Tiger Line. Fast job by the Flying Tigers enabled the station's engineering and programming departments to put the camera chain through a maximum of daily test performances prior to the inauguration of commercial telecasting scheduled for next month. On hand at the Frisco airport are (left to right): Henry Eickhoff, vice chairman, Aviation Committee, San Francisco Chamber of Commerce; G. L. Fox, general manager of the Chamber; Kenneth MacDonald, Aviation Department head; E. A. Whitehead, chairman, Chamber's Electronics Committee; Philip G. Lasky, vice president-general manager, KSFO-KPIX; George T. Cussen, executive vice president, Flying Tiger Line; and R. J. Newman, RCA's sales engineer.

BENZENE HEXACHLORIDE—10,000 pounds of the stuff!—moving into a U. S. Airlines airfreighter at Newark for swift delivery to Nicaragua to combat a serious invasion of locusts. A week later the operation was repeated, with the result that the crop-destroying insects, which threatened to kill off tremendous areas of cereal crops, perished. Consignor was John Powell and Company.

ONE HUNDRED THOUSAND dollars' worth of lace, flown by American Airlines to the Niemann-Marcus Department Store in Dallas, are displayed with extreme caution. The collection consists of rare Sixteenth, Seventeenth, and Eighteenth Century pieces inherited and collected by Evelyn Westall, president of Parfumes Evyan. Shown in picture are Captain Karl Craigin, Jane Pattison, Dr. Walter Langer (right), and George Hamilton (left).

PART OF A consignment of 200 monkeys, shipped by ocean freighter from Java to New York, transshipped to Miami by Eastern Air Lines, and flown from Cuba by a connecting air carrier. The animals were consigned to a doctor on the Islas de Pinas, who will raise them in the interest of science. Monkeys are frequent air travelers.

HEAVY ROLLS of balsam-wool insulation for a construction project in Fairbanks, Alaska, are hoisted aboard a Pan American World Airways cargoplane in Seattle. Normal surface time for the Seattle-Fairbanks run is two weeks; by air, overnight. Pan Am's Cargo Clipper operates on this route three times a week. Traffic's booming.

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

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AIA Proposal
Globemasters Help Out

COVER

Sabena Belgian Airlines tips off the spirit of the day—a very happy holiday season, with plenty of Christmas cargo.

Look at the Beechcraft from every angle

BONANZA

greater speed!

184 mph top speed at sea level. Cruises at 170 mph at 8,000 feet, using less than 60% of maximum rated take-off power. No engine overload.

economy!

Only 9½ gallons of fuel consumed per hour. Four people with baggage carried at seat-mile cost as low as 4½ cents.

safety!

Sturdy framework results in extra safety margins. Rated in utility category at full gross weight, with limit flight load factor of 4.4 G's, plane was subjected successfully to special tests not required by CAA.

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Note low, sturdy landing gear with wide tread and exclusive cross-bracing of struts. Nose gear position, plus long wheelbase, eliminates pitching, allows greater braking.

style and comfort!

Sound-proofed cabin, handsome roomy interior, room for four six-footers. Ease of entry and exit because of wide autotype door.

. . . then you'll see why it's a better buy!

Compare these performance features

- Top speed, 184 mph
- Cruising speed, 170 mph
- Range, 750 miles
- Service ceiling, 17,100 feet
- Fuel economy, 9½ gal. per hour

Compare these comfort features

- Exclusive retractable step
- Limousine entrance
- Insulated, sound-proofed cabin
- Quickly removable rear seat
- Luggage compartment accessible two ways

You'll find other "extras" you'll appreciate when you actually see the Beechcraft Bonanza—like the exclusive retractable step, two-way accessibility of the luggage compartment, and maximum visibility. Go over the ship yourself, soon. And for illustrated brochures that go into more details, write today on your company letterhead to Beech Aircraft Corporation, Wichita, Kansas, U.S.A.

Beechcraft

BONANZA

MODEL A35

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

Guest Air Cargo Editorial No. 26

P. H. (PAT) CUMMINGS
Air Traffic Executive
Air Express Division
RAILWAY EXPRESS AGENCY

P. H. Cummings

ANYBODY who has seen air cargo transportation grow from virtually nothing to its present utilization by American business, can sympathize readily with many of his contemporaries in the air cargo field.

When I hear and read of the various difficulties that confront the air transportation field in general, it calls to mind our own growing pains during the past 22 years of air express operation.

Some of these problems common to air carrier and ground handling operations, restated currently, bring a twinge of memory to those of us in REA who have taken an active part in the growth of Air Express since it began operating as an integrated service of Railway Express Agency and the scheduled airlines back in September, 1927.

We had our problems, too, in the early days, and we had to overcome them to the satisfaction of our customers, the shipping public.

Often, with the help of our airline associates, we succeeded in finding the answer to a particular problem. When we didn't, we filed that problem under "unfinished business."

It may have been something, for example, that had to wait for airline technology and know-how to furnish the answer.

Perhaps it was something that had to wait on a greater volume of business and the acquisition of improved and larger equipment.

As of today, the answers to most of our problems are within reach. They are not necessarily permanent answers.

Progress in the ground handling and air carriage of goods and property still goes on despite the numerous obstacles and complications that have fastened themselves to the industry as it grew larger and stronger.

We expect to continue to find the solutions to these problems as they arise.

We are always on the lookout for the answer to better and more efficient handling methods, meanwhile keeping before us the fact that Air Express today is a distinctive type of shipping service, one that must have experienced personnel and a flexibility of operations to do its job successfully.

This nationwide shipping service, now serving more than 1,150 communities, large and small, plus 22,000 off-airline points, requires the full and efficient utilization of an integrated system of air, rail and truck shipping facilities.

It requires the expeditious routing of traffic commensurate with available flight schedules; the prompt, coordinated transfer of traffic from Express Agency receiving office to the airport and vice versa; the obligation to keep shippers informed, by telephone or telegraph when necessary, of scheduled flight arrivals and departures; the coordination of airline and rail schedules to insure proper connections for shipments originating at or destined to off-airline points.

To one who has watched the progress of Air Express from an operational vantage point for more than two decades, one of its most significant achievements has been the development of combination rail-air traffic.

Figures for a current month indicate that the average air express revenue per shipment for traffic that moves in combination air-rail service exceeds by 40 percent the average air express revenue per shipment for traffic moving only airport-to-airport.

Thus, it is readily apparent that off-airline business offers untold possibilities.

It is a vast air shipping potential that REA and the scheduled, certificated airlines, working together and utilizing their integrated, nationwide air and rail express facilities, can best develop in this extensive market.

It is the type of traffic that, in my opinion, can be handled efficiently and expeditiously only by the distinctive type of transportation known as Air Express.

NEARLY SURROUNDED by airborne Daffodils, a United stewardess displays her smile of beauty.

The top cargo man of one of America's major airlines lays it on the line to air shippers of flowers

We've Both Got Responsibilities

By M. P. BICKLEY
Manager of Cargo Sales, United Air Lines

MY interest in shipping flowers by air began in the Thirties. I was then located in St. Louis with one of the early airlines known as Safeway, which operated from St. Louis down through Oklahoma and Texas. I became acquainted with the people at the H. G. Berning Company, and it wasn't long after they opened branches in Texas and New Orleans that we started airshipping flowers to those branches. Using tri-motor Ford and Pilgrim airplanes, we often loaded the cabins almost to capacity, leaving room for only two or three passengers, which, after all, was a pretty good passenger load factor in those days. I have forgotten exactly what the shipping rates were in those days, but my recollection is that they were in the neighborhood of 30¢-35¢ a pound. In any event, we carried on a lively business and proved to our own satisfaction, even in those early days, that flowers could successfully move by air.

I recall an amusing incident which happened one day—I think my second day on the job—when I was giving out some passenger information. (In those days we didn't have passenger and cargo experts, but rather a four-sided hat which said "Passenger" on one side, "Cargo" on the other, "Vice-President" in the front, and "Porter" in the back.) I received a call for service to Springfield, Illinois and explained that we didn't fly there, but I thought that Universal Airlines did. About that time my associate began shaking his head vigorously, so my complete statement went out over the phone something like this:

"Try Universal Airlines—they don't go there either."

Taking a look at the present-day situation of the air transportation and flower industries, it seems to me that to be successful the two must form an association which amounts to a working partnership. This partnership, among other things, should allow for complete understanding of each other's problems, complete frankness on both sides, and—although there will be honest differences of opinion—complete cooperation at all times. Obviously, such an arrangement calls for the acceptance of definite responsibilities on the part of both parties. The following is what I think those responsibilities should be.

First of all, from the airline standpoint . . . .

I think, first, that the air carrier

THE FLORIDA GLADIOLUS enjoys a big market in many cities of Eastern Air Lines.

TRANS-CANADA AIR LINES accepts a load of cut flowers packed and shipped by W. Mattick, of Victoria, British Columbia. Packaging is extremely sturdy though light.

must render a dependable transportation service. By dependable, I mean one that will operate with regularity, consistent, of course, with safety and good operating practices, but certainly with sufficient regularity that the shipper can depend on reaching his customers with flowers when they want them and when they can sell them. By dependable, I mean also that the flower traffic will move through to destination without interference by other forms of traffic, including passengers, mail and express—and this is something which I am not at all certain has always been the case in the past.

Secondly, I think the air carrier is duty-bound to give the traffic reasonable care and protection during the time the flowers are in his possession. He must train his people to realize that flowers are living things; that they require water and oxygen like any other living thing; that they are delicate and cannot be handled in the same fashion as you would a shipment of steel parts for a road-building machine.

Flowers in transit must be protected from extreme heat and cold, and this certainly is a responsibility of the carrier, although, again, I must confess that I have seen boxes sitting out on the concrete in the blazing sun at a temperature of 100 degrees—and just 30 feet away there was a cool corner in the hangar going to waste. Airline personnel from the pilot down to the junior cargo handler must be trained

(Continued on Page 32)

MARKED FOR SPECIAL HANDLING, flowers are conveyed into a Western Air Lines plane.

The Air Freight Forwarder Is Your Traffic Department!

By PAUL RENNELL
Superintendent of Cargo Agencies
Pan American World Airways

THE role of the freight forwarder in the development and handling of international air cargo has become an increasingly important factor in the last two years. A number of these forwarders have specialized in air cargo and have provided a real service both to the exporter and to the airlines; others have included air merely as a sideline and have made no particular effort to promote it, nor to become thoroughly familiar with it. It is the first category with which we will concern ourselves here.

Exporter's Problem

The problems of an exporter in today's market are all too well known. The scene is ever changing—export licenses, import licenses, documentary requirements, currency restrictions, etc. —all these are items which the exporter is daily encountering and which of necessity must be kept current. Add to this the question of freight rates, proper packing and most expeditious routing and it is clear that the exporter is seriously handicapped without the advantages of a traffic department to which he can turn.

PAUL RENNELL

The air freight forwarder has, in effect, become the traffic department for many international shippers. He is prepared to give advice on licenses, permits, consular documents, and banking arrangements. He is prepared to pick up a shipment, route it by the best possible means, prepare the airwaybill in its entirety and return the original signed copy to the shipper within a period of not more than 24 hours. Once a shipment has been turned over to the carrier, he is in a position to establish the forwarding from the carrier's gateway and to handle any subsequent tracers that might be necessary. This then provides the exporter with a single source for the complete handling of his international shipments and eliminates the necessity of contacting many different airlines and many different individuals.

In addition to his technical knowledge the forwarder has become increasingly aware both of tangible and inherent values of air cargo and has been able to show his shippers where these values lie. Many a surface shipment has been diverted to air after the exporter has been shown by his agent the real savings which can result.

Forwarder's Importance

My company recognizes the importance of its Clipper Cargo Sales Agents to the future development of this relatively new industry. It has cooperated and will continue to cooperate to the utmost with the forwarder who visualizes this future and is aggressively working towards the day when giant air freighters are departing daily from the United States to all points of the globe.

The Air Freight Forwarder

In his forthcoming book, *Air Freight Transportation* (La Salle University), Richard Malkin, managing editor of this magazine, defines the air freight forwarder as follows:

"Fundamentally, the domestic and foreign freight forwarders operate under the same principles. Technically known as indirect carriers by air, they are perhaps better described as the middle men in air freight transportation. Not only do they develop traffic for the air carriers, but they act as traffic representatives for the shipper, offering all the interim services from the door of the consignor to the door of the consignee. These services include pick-up and delivery, preparation of all documents, insurance, routing, interline transfer, billing, and tracing services. The air freight forwarder, in effect, acts as a carrier in his relations with the shipper, and as a shipper in his relations with the carrier."

Tied Together To Serve You Better

Whether your shipments move thru the air or over the sea—whether they are imports or exports—the extensive facilities of our SHIPPING and TRAVEL organization are available to give you the service you desire.

* * *

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Separating Subsidy From Air Mail Pay

By LANGDON P. MARVIN, JR.

Contributing Editor, Air Transportation

Former Chairman, Interdepartmental Air Cargo Priorities Committee

James Jackson Cabot Professorship of Air Transportation, Norwich University

"I CANNOT tell you whether the subsidy element represents $30, $40, $50, or $60 million dollars."

That rather startling and frank admission was made publicly by the Chairman of the Civil Aeronautics Board in a speech before the New York Bar Association last March concerning the present scrambled situation between subsidy and air mail pay.

It is my own view that when our Government accounting has arrived at the point where the cost of an important item can only be approximated to the nearest $30,000,000 per year, it is time for reform.

Apparently, no one in or out of the Government knows how much we are subsidizing the airlines, because the subsidy is hidden in the air mail payments made by the Post Office to the airlines. These two Government expenditures are presently lumped together in a single sum amounting to about $125,000,000 a year. This system of disguise is very unfair to the Post Office, which should be concerned only with paying the airlines to fly the mails, and not with the extra-curricular job of subsidizing the airlines. Furthermore, the system is not fair to the public since there is no direct fixing of responsibility for the subsidy. It is not the Post Office but the Civil Aeronautics Board which now holds the key to this $100,000,000 air mail fund in the Post Office and which spends these funds, without having to secure the appropriations from the Congress nor to account for their expenditures. The CAB is thus in the very comfortable position of a man who has authority to write checks on another man's bank account.

The Johnson-Kennedy Bill (S. 1431 and H.R. 2908 introduced by Senator Edwin C. Johnson, D., Colorado, the Chairman of the Commerce Committee; and by Representative John F. Kennedy, D., Massachusetts) is a good government measure, designed to separate into two accounts what is for airline subsidy and what is for actually flying the mails.

Hoover Recommendations

Supporting this separation bill are some pretty solid recommendations made by the Hoover Commission (without a single dissent) on the basis of long and careful study:

(1) February 21, 1949, pp. 16-17, Hoover Commission Report on the Post Office

"Subsidies

"Payments to common carriers for transporting *the domestic and foreign* air mail are fixed by the Civil Aeronautics Board at a level to provide a subsidy to aviation. Contracts for overseas mail are also made on a subsidy basis. These subsidies may be most desirable.

"Recommendation No. 9

"We recommend, however, that the amounts of these subsidies should be paid to the Post Office by open appropriation from tax funds and not imposed upon the Post Office or the mail users in this hidden manner.

"By such a course, the President, the Congress, and the public may know what the amounts of the subsidies are."

(2) Task Force Report of the Hoover Commission on Regulatory Commissions (Appendix N.), February, 1949, pp. 76-77

"We therefore recommend that the act (Civil Aeronautics Act of 1938) be amended so that the subsidy will be administered by the following method for the future:

"1. The mail rates should no longer include any need or subsidy element but should be based on the service rendered. They should reflect a *fair allocation* of costs between mail, passenger, and freight services. Doubtless the allocation will start as an approximation but should lead to better techniques of cost analysis.

"2. The subsidy should be separately fixed by the Board and should be appropriated *to the Board* for the purpose. This will mean the Congress will be fully informed as to the amount and basis for the subsidy and that the Board will be required to explain and defend its requested amounts.

"The airlines may fear that this method would make the annual subsidy a political issue and jeopardize their investment. We see no reason to assume that Congress will not appropriate the sums necessary to carry out the declared policy of the act. If, in practice, greater certainty is found essential for longer periods, it will then be possible to devise safeguards such as contracts to pay minimum operating subsidies over a specified number of years."

(3) Report of the Hoover Commission on Federal Business Enterprises

"(Recommendation No. 6 on p. 16)

"Losses and subsidies should be made clear each fiscal year and passed upon by the Congress."

The John-son-Kennedy bill, which incidentally was prepared some weeks before the Hoover Commission's report, will carry out these recommendations.

(Continued on Page 37)

S. 2437 (the half-way bill)	S.J. Res. 92 (the phony bill)	S. 1431 (the genuine separation bill)
Scope: Enacts separation for domestic ("interstate and oversens") airlines **only**; leaves intact the "need" mail pay system for U. S. airlines operating on international ("foreign") routes. Gives CAB $100,000 to study domestic mail rates and also the possibility of giving international airlines a "labor differential" subsidy and a "national interest" subsidy. CAB to report March 1950.	**Scope:** Gives $300,000 to CAB to make a study and report in March 1950 whether or not the Civil Aeronautics Act should be amended to provide for separation of compensatory mail rates from subsidy and if so how the job should be done.	**Scope:** Provides for separation of present air mail pay system into 2 accounts with separate appropriations: (1) A compensatory mail rate to be paid to the airlines by the Post Office for services actually rendered in flying the mails. (Compensatory rate defined as actual mail costs of the air line, as determined under a cost allocation formula, plus a fair return.) (2) Subsidy to be paid to airlines by CAB from separate appropriations from Congress, whenever deemed essential by CAB for the commerce, postal service, or defense of the U.S.A. 6 months is given to CAB and airlines to revise their accounting systems, and provision is made for future revision of such systems. A public report is to be rendered annually to the Congress on both the compensatory mail payments and the subsidies paid out.
Comments: The bill is discriminatory: **An** airline flying to Hawaii or Puerto Rico would **not** draw "need" pay from the government; an airline flying to Mexico or Bermuda **would** get "need" pay. A domestic airline which had no international routes might be at a disadvantage competing against another domestic airline which drew large subsidies from its international division. Our international airlines now draw more than half the total mail pay of the government, so at best this bill would provide only a half-way reform of the present system. The cost for the taxpayers might even go up: in 1948 our international airlines drew about $2.75 per ton-mile in mail pay **including** subsidy; the bill suggests mail pay at the Universal Postal Union rate—$2.86 a ton-mile, **plus** "labor differential" and "national interest" subsidies! The administrative parts of the bill are pretty unworkable since it sets up 4 different systems of payment to the airlines by the government and suggests the possibility of adding 2 more! 1. Interstate and overseas compensatory rate. 2. Interstate and overseas "commercial" subsidy. 3. Interstate and overseas "national defense" subsidy. 4. International (foreign) "need" rate. *5. International (foreign) "labor-differential" subsidy. *6. International (foreign) "National interest" subsidy. *Suggested for CAB study. This really makes a reductio ad absurdum of separation.	**Comments:** This bill would stall off any legislative action on separation until at least March 1950, and—since several months have already passed since the bill was introduced—the actual submission of the CAB report would probably be still later. 1950 being an election year it would be very difficult to get any legislation through that could not even get under way until late in the session when the CAB report was received. Adoption of this bill would likely mean that despite the recommendations of the Hoover Commission, et al, early in 1949, both 1949 and 1950 would have slipped by without any action by Congress on separation. It is largely a stalling-off measure.	**Comments:** This is a sensible and fairly simple measure. The only changes suggested by the Secretary of Commerce are easily accomplished: enlarging the interval between enactment and the effective date from 90 days to 6 months to permit CAB to work out the details. Some objections are made that the bill includes no money for CAB to make a study of the proper cost-allocation formula, etc., during that interval. I personally favor giving the CAB adequate research funds. The House Appropriations Committee will not, however, give additional funds to CAB to look into the advisability of separation, believing that CAB can do the job required by S. 1431 on its present budget.
Bill Publicly Endorsed by: No one yet.	**Bill Publicly Endorsed by:** J. J. O'Connell, Jr., Chairman, CAB. Ralph Damon, TWA.	**Bill Publicly Endorsed by:** The Budget Bureau on Behalf of the President. The Secretary of Commerce (with an amendment). CIO. AF of L. Citizens Committee for the Hoover Report. Editorials of **New York Times**, Aug. 3, and **Washington Post**, Aug. 13. Capt. E. V. Rickenbacker, Eastern Air Lines. R. A. Norden, Seaboard & Western Airlines. Earl Slick, Slick Airways. R. W. Prescott, Flying Tiger Line. D. L. Behncke, Air Line Pilots Association. Andre de Saint Phalle, California Eastern Airways. J. F. Budd, editor-publisher, **Air Transportation.** H. W. States, Transport Workers Union of America, CIO. L. P. Marvin, Jr., former Chairman, Interdepartmental Air Cargo priorities Committee. R. L. Johnson, Chairman, Citizens Committee on Hoover Commission Report.
Persons who favored separation in principle (but who did not refer to any particular bill): James Landis, Former Chairman of CAB. J. W. Jones, Bureau of the Budget. Croil Hunter, Northwest Airlines.	W. A. Patterson, United Air Lines. C. R. Smtih, American Air Lines. Jesse Donaldson, Postmaster General.	J. H. Parmelee, Association of American Railroads. R. F. Six, Continental Air Lines. Sigmund Janas, Colonial Airlines. Juan T. Trippe, Pan American Airways System.
Persons who opposed separation: Robert Ramspeck, Air Transport Ass'n of America. Carleton Putnam, Chicago & Southern Air Lines.	J. H. Carmichael, Capital Airlines. C. E. Woolman, Delta Air Lines.	C. E. Beard, Braniff International Airways. S. J. Solomon, Northeast Airlines.

Is an IATA monopoly being forced upon freight forwarders?

DANGER!

WARNS THE HEAD OF THE BROKERS-FORWARDERS' NATIONAL INDUSTRY ORGANIZATION

By MARTIN A. KERNER

President, Customs Brokers and Forwarders Association of America, Inc.

THERE has come to our attention a hearing before the Civil Aeronautics Board under their Docket No. 3350 concerning the validity of IATA Agency resolutions.

We understand that these resolutions include the following points:

"1. That no agent who accepts a rate of commission higher than that offered by IATA carriers can represent an IATA carrier.

"2. That no agent may be an IATA agent if he sells transportation for a carrier which offers a rate less than the IATA rate for comparable transportation.

"3. That no agent who is a general agent for non-IATA carriers may be an IATA agent without the approval of the IATA Agency Committee."

Obviously, approval of these resolutions would constitute a long step toward creating a monopoly of air traffic for the benefit of IATA members by stifling the competition from nonmember airlines and would not only use IATA agents as catspaws to accomplish this object, but would make the foreign freight forwarder completely submissive to IATA and its members.

It is not the intention of this Association to intervene in any dispute between carriers, but it does subscribe to the theory that American prosperity is founded upon free enterprise and that the stifling of competition is contrary to the public interest. Above all, the CBFAA cannot permit to go unchallenged any attempt to rob the foreign freight forwarder of his inherent freedom of action in serving the best interest of his clients, American Industry.

Air Transportation **invites comment by all parties concerned in Docket No. 3350**

USMC Hearings

Some time ago the Maritime Commission held hearings under Docket 657 to determine whether steamship conference agreements which banned the payment of brokerage (commission) to forwarders should be approved. The forwarding industry vigorously opposed such agreements and, while no decision has yet been rendered, it is confidently expected that the attempt of the steamship lines to dominate the foreign freight forwarder will be defeated.

Very recently the airlines attempted to obtain from the Customs Bureau permission to clear through Customs certain importations. Because of the prompt and vigorous action of this Association and its national membership (numbering some 400) the Customs Bureau refused to grant such permission on the grounds that such action on the part of any unlicensed party was not in accord with existing law and regulations.

Congress, in its wisdom, has passed the so-called Bland Forwarding Act to protect the foreign freight forwarder and to foster the postwar foreign trade of the United States; and again, in passing the European Recovery Act, Congress specified that the services of foreign freight forwarders must be used. It is obvious, therefore, that the value of the foreign freight forwarder to our commerce is firmly established and it is equally obvious that any regulation or agreement which would in any way curtail the freedom of action of the independent foreign freight forwarder could only result in detriment to the public interest.

Under the circumstances the CBFAA respectfully requests that the proposed agency resolutions of the IATA be disapproved by the CAB.

MARTIN A. KERNER

Now!

STRATO-CARGO *Gold Ribbon*

RESERVED SPACE SERVICE

ON NORTHWEST STRATOCRUISER

★ ***FASTEST***—Coast to Coast, Airport to Airport in 11 hours

★ ***EXCLUSIVE***—Northwest offers the *only* Transcontinental Stratocruiser Service

★ ***PREFERRED***—Reservations confirmed when you ship via Northwest "Gold Ribbon Strato-Cargo"

★ ***DIRECT***—Connections with regular Strato-Cargo to major U.S. cities coast to coast... Hawaii... Alaska... Orient

Contact your nearest Northwest Airlines office or your International Freight Forwarder

NORTHWEST *Orient* AIRLINES

The huge Tempelhof Air Base in Berlin, destination of all Vittles cargoplanes

This is the 7350th!

With this story of the 7350th Air Base Group, Air Transportation presents the last of its series on the Groups which made history in Operation Vittles

By RICHARD MALKIN
Managing Editor
Air Transportation

BERLIN, GERMANY — Watching them operate in the vastness of Tempelhof is a miracle of precision and efficiency. Not even with peak loads of freight—the all-time monthly high, set last May, was 250,818½ tons in 27,718 flights by the Combined Air Lift Task Force—was the oil-smooth job at the receiving end here set awry. Here, better than at any of the German bases I visited, was the vital importance of efficient base operation so apparent. And the 7350th Air Base Group's established record is mute though eloquent testimony to the fact that it has a fat, juicy claim to a big part of Operation Vittles' success.

When I first landed at Tempelhof, hopping over a tall obstruction to the muttered damning of the pilot and fairly pouncing upon the runway, I had to slide down a rope to get out of the plane before the big truck moved under the cargo door. I griped about the coal dust all over me—yes, it was a cargo of coal—and the plane's crew viewed me with tolerant smiles. I felt like hell. The rain which had just started did not make me feel any better.

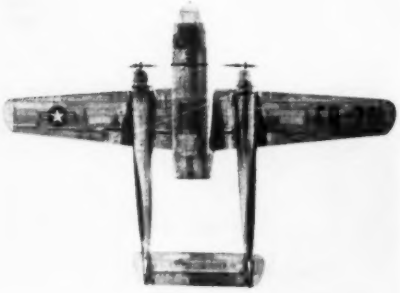
At the Snack Bar

Drinking hot coffee and munching doughnuts at the mobile snack bar, I watched German laborers hustle the heavy bags of coal out of the C-54 and onto the open truck. They jabbered among themselves under the impassive eyes of a sergeant, who, occasionally, lapsed into some extra-fancy cussing.

"They're certainly bending their backs," I commented.

"Best thing in the world for 'em," the co-pilot drily remarked.

(Continued on Page 35)



Packet in flight

Unloading at Tempelhof

DESIGNED FOR CARGO

AIRBORNE

AN answer to the "air world's pressing need for commercial peacetime cargo transports"? — that is, aside from its value as a tough Air Force transport.

Well, that's what Chase Aircraft Company, Inc., claims for its new XC-123 *Avitruc*—and from all indications during loading and flights tests at West Trenton, New Jersey, several weeks ago, the cargoplane designed by Michael Stroukoff is something which merits more than passing interest.

While the air cargo world is crying out for aircraft designed to streamline the loading and unloading of freight, the builders lay claim to the fact that the XC-123 and the smaller C-122 (of which 11 are to be built) are the "only planes now flying anywhere in the world which were conceived, designed, and built from the floor up with the single idea of proper, efficient handling and delivery of air cargo."

What are the twin-engined airfreighter's distinctive features of interest to industry-wise cargo men and military transport experts?

Under the heading of *Versatility:*

- It can haul a useful load of freight greater than its empty weight of 25,000 pounds.
- Its special design permits it to be used, at will, as a glider or tow plane

(Concluded on Page 34)

POISED

LOADING

No. 9—EMERGENCY

VERIFIED CASE HISTORIES TO HELP THE SHIPPER

Air France

Life-saving isn't generally associated with the air freight business, but Air France's cargo department, under the direction of Constantin Sainderichin, rates medals for some of its performances.

A letter recently received from a shipper of medicine tells this story:

"I want you to know that I have just received a letter from Paris marveling at the fact that the medicine administered to the patient within 48 hours after a cable was dispatched asking me to send it. Furthermore, the sick person, who evidently was extremely ill, began to recover immediately upon the treatment with chloromycetin. So perhaps you saved a life."

Previous to this occasion, Air France rushed a similar shipment to the editor of a well-known South American newspaper who was in Paris. In this case, the cable requesting the drug was received about five hours before scheduled plane departure, and the medicine was administered to the patient less than 24 hours later.

•

Eastern

Eastern Air Lines air freight came to the rescue of a disabled steamship in mid-October when shipments of 1,367 assorted-size boiler tubes were flown from Newark Airport to the Merrill-Stevens Drydock at Jacksonville, Florida.

The shipper, A. B. Murray Company, steel tube warehousemen of Elizabeth, New Jersey, received an urgent long-distance telephone request at 11:30 one Saturday morning from the drydock, urging the first shipment of tubes not later than Monday afternoon.

Most of the tubes had to be fabricated to meet the specifications of the ship's individual boilers. Murray Tube Works, an affiliate of A. B. Murray, Inc., found it necessary to bend 452 tubes and 769 pieces were cut to special lengths.

Time would not permit the drydock to send drawings for the work. Tube sizes and shapes were determined from blueprints in Murray's files, and as a precaution, were confirmed with the original manufacturer of the boilers.

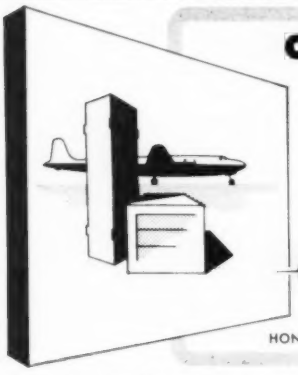
Approximate weight of the entire shipment was 21,800 pounds.

•

Braniff

Illustrating the almost unbelievable speed of international transportation

(Continued on Page 38)



ORIENT SHIPMENTS *go fastest by* **PAL AIR CARGO**

San Francisco to Manila in only 36 hours **total** time.
20% FASTER than any other air line!

- Direct 5-mile-a-minute DC-6 service.
- Dependable Schedules—twice weekly from San Francisco.
- Connections to major Orient cities.
- Fortnightly service to India, Arabia, Egypt, Europe.

Bulk rates save up to 25% on shipments of 100 pounds or more. *Ask your Cargo Agent or nearest P.A.L. office for new descriptive folder or rates.*

PHILIPPINE AIR LINES

HONOLULU • SAN FRANCISCO • SEATTLE • LOS ANGELES • CHICAGO • NEW YORK • WASHINGTON, D.C.

AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
YIP—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKC—Kansas City, Mo.
KIN—Kingston, Jam.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NLD—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEC—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
VR—Vancouver, B. C.
DCA—Washington, D. C.

AIRLINE SYMBOLS

AF—Air France
A—American Airlines
AO—American Overseas
B—Braniff International Airways
B—British Commonwealth Pacific Airlines
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines
C—Colonial Airlines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
H—Philippine Air Lines
S—Sabena
SS—Scandinavian Airlines System
SW—Seaboard & Western
SK—Skytrain Airways
SR—Swissair
TA—TACA Airways
T—Trans-Canada Air Lines
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.48 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

C: In Canadian currency.

K: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SK: Lower rates for cargo of 3,000 lbs. gross weight and over. Planeload service minimum is 18,000 lbs. Minimum weight charge of $2 on all shipments.

SW: Special rates for shipments of 1,000–4,999 lbs. and 5,000–9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

‡ Minimum charge for this shipment is that for 25 lbs.

▲ Rate of 25 lbs. or less.

● Planeload service only.

✦ Consult airline for lower rates applicable to 3,300 lbs. and over.

Destination	Airport and Airline		RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aalborg, Denmark	LGA	AO*	1.32	.99	.21	.....
"	IDL	SS	1.13	.85	.15	Su,M,W,F,Sa
Aarhus, Denmark	IDL	SS	1.13	.85	.15	Su,M,W,F,
"	LGA	AO*	1.29	.971	.21	M,F
Abadan, Iran	LGA	BO	1.68	1.26	.15	Su,M,T,Th,F
"	BOS	AO*	1.97	1.48	.30	Su,Th
"	LGA	AO*	2.00	1.50	.30	Dly
Abo, Finland	IDL	SS	1.19	.90	.15	Dly
"	LGA	AO*	1.37	1.03	.21	M,W,F
"	BOS	AO*	1.34	1.00	.21	W,F
Accra, Br. Gold Coast	LGA	P	1.80	1.42	.15	M,Th
"	BOS	P	1.86	1.40	.15	Su,Th
"	LGA	BO	1.68	1.26	.15	Su,M,T,Th,F
"	IDL	AF	1.73	1.32	.15	.....
"	BOS	AF	1.73	1.30	.15	.....
"	BOS	AO*	2.05	1.54	.30	Su,Th
"	LGA	AO*	2.08	1.56	.30	Dly
Addis Ababa, Ethiopia	LGA	AO*	2.29	1.72	.30	Dly
"	BOS	AO*	2.26	1.70	.30	Su,Th
"	LGA	BO	1.88	1.41	.15	Su,M,T,Th,F
"	EWR	TC	1.95	1.50	....	.....
"	IDL	S*	2.14	1.63	....	M,Th,Sa
Aden, Aden	LGA	AO*	2.19	1.64	.30	Dly
"	BOS	AO*	2.16	1.62	.30	Su,Th
"	LGA	BO	1.81	1.36	.15	Su,M,T,Th,F
Ahmedabad, India	LGA	AO*	2.38	1.78	.30	Dly
Albertville, Belgian Congo	IDL	S	2.23	.67	....	M,Th Sa
Alexandria, Egypt	LGA	BO	1.50	1.13	.15	Su,M,T,Th,F
"	LGA	AO*	1.74	1.304	.30	Dly
Algiers, Algeria	LGA	TW	1.34	.93	.15	Sa
"	LGA	AO*	1.43	1.067	.21	Dly
"	IDL	AF	1.24	.93	.15	Dly
"	BOS	AF	1.22	.91	.15	Dly
"	EWR	TC	1.00	.80	....	.....
Algiers Cont'd	IDL	S*	1.32	.95		M,Th,Sa
Amst., Netherlands	LGA	AO	1.13	.85	.15	M,W,Sa
"	BOS	AO*	1.10	.82	.15	M
"	IDL	S	1.13	.85	....	M,Th,Sa
"	LGA	TR	.86	.71	.12½	.....
"	HFD	TR	.86	.71	.12½	.....
"	LGA	BO	1.12	.84	.15	Su,M,T,Th,F
"	IDL	SS	1.28	.96	.15	Dly
"	IDL	AF	1.12	.84	.15	Dly
"	BOS	AF	1.10	.82	.15	Dly
"	IDL	K	1.12	84	.15	Dly except M
"	EWR	TC	.85	.70	.25	.....
Anchorage, Alaska	SEC	P	.45	.18	.15	Dly
"	SEC	NW	.23	.15	.15	Dly
"	MPS	NW	.35	.29	.15	Dly
"	OAK	TR	.61	.29½	.15	.....
Antigua, B.W.I.	LGA	P▲	.34	.34	.15	M,Th
"	MIA	P▲	.25	.18	.15	M,Th
Antilla, Cuba	MIA	P▲	.20	.10	.15	Dly
Antofagasta, Chile	MIA	P▲	1.13	.61	.15	M,T,Sa
"	MSY	P▲	1.19	.68	.15	M,T,Sa
"	HOU	P▲	1.22	.71	.15	Su,M,F
"	BRO	P▲	1.22	.71	.15	Su,Th,F
"	CRP	P▲	1.22	.71	.15	Sa
"	LAX	P▲	1.35	.85	.15	Su,M,F
Antwerp, Belgium	LGA	AO*	1.12	.839	.21	Dly
"	IDL	S*	1.12	.82	....	M,Th,Sa
Any Destination in Colombia other than those named herein	MIA	P	.72	.49	.15	Dly
"	MSY	P	1.16	.....	.15	Dly
"	HOU	P	1.28	.....	.15	Dly
"	BRO	P	1.20	.....	.15	Dly
"	CRP	P	1.23	.....	.15	Dly
"	NLD	P	1.22	.....	.15	.....
"	LAX	P	1.49	.....	.15	Dly
Aracaju, Brazil	LGA	P▲	1.20	.68	.15	W,F,Sa
"	MIA	P▲	1.13	.62	.15	W,F,Sa
"	MSY	P▲	1.20	.69	.15	Su,W,Sa
"	HOU	P▲	1.23	.72	.15	T,Th,F,Su
"	BRO	P▲	1.23	.72	.15	T,Th,Sa
"	CRP	P▲	1.23	.72	.15	Sa
"	LAX	P▲	1.37	.86	.15	Su,T,Th,F
Arecibo, Puerto Rico	EWR	TC	.30	.20	....	Frequently
Arequipa, Peru	MIA	P▲	1.00	.53	.15	Su,T,W,F,Sa
"	MSY	P▲	1.06	.60	.15	SuMWThFSa
"	HOU	P▲	1.09	.63	.15	Su,W,Th,F
"	BRO	P▲	1.09	.63	.15	SuMWThFSa
"	CRP	P▲	1.09	.63	.15	Sa
"	LAX	P▲	1.22	.77	.15	SuTWThFSa
Arica, Chile	MIA	P▲	1.06	.57	.15	M,F
"	MSY	P▲	1.12	.64	.15	M,Th
"	HOU	P▲	1.15	.67	.15	Su,Th
"	BRO	P▲	1.15	.67	.15	Su,Th
"	CRP	P▲	1.15	.67	.15	Sa
"	LAX	P▲	1.28	.81	.15	W,Sa
Armenia, Colombia	MIA	P▲	.58	.28	.15	Dly
"	MSY	P▲	.60	.35	.15	Dly
"	HOU	P▲	.63	.38	.15	Dly
"	BRO	P▲	.63	.38	.15	Dly
"	CRP	P▲	.63	.38	.15	Sa
"	LAX	P▲	.76	.52	.15	Dly
"	LGA	P▲	.64	.37	.15	Dly
"	BUJ	CS	.51	.39	.15	T,Th,Sa
"	CHI	CS	.53	.41	.15	T,Th,Sa
"	YIP	CS	.53	.41	.15	T,Th,Sa
"	ELD	CS	.52	.40	.15	T,Th,Sa
"	EVV	CS	.51	.39	.15	T,Th,Sa
"	FWA	CS	.53	.41	.15	T,Th,Sa
"	GRW	CS	.50	.38	.15	T,Th,Sa
"	HOT	CS	.52	.40	.15	T,Th,Sa
"	HOU	CS	.51	.39	.15	T,Th,Sa
"	IND	CS	.52	.40	.15	T,Th,Sa
"	JAN	CS	.50	.38	.15	T,Th,Sa
"	LIT	CS	.52	.40	.15	T,Th,Sa
"	MEM	CS	.50	.38	.15	T,Th,Sa
"	MSY	CS	.49	.37	.15	T,Th,Sa
"	PUK	CS	.51	.39	.15	T,Th,Sa
"	PIA	CS	.53	.41	.15	T,Th,Sa
"	STL	CS	.52	.40	.15	T,Th,Sa
"	SHV	CS	.52	.40	.15	T,Th,Sa
"	HUF	CS	.53	.41	.15	T,Th,Sa
"	TOL	CS	.53	.41	.15	T,Th,Sa
Aruba, N.W.I.	MIA	K	.30	.22	.15	Dly
Asmara, Eritrea	LGA	AO*	2.08	1.56	.15	Dly
"	BOS	AO*	2.05	1.54	.15	Sa,Th
"	LGA	BO	1.74	1.31	.15	Su,M,T,Th,F
Asuncion, Paraguay	LGA	P▲	1.47	.83	.15	T,F
"	MIA	P▲	1.39	.77	.15	T,F
"	MSY	P▲	1.46	.84	.15	M,Th
"	HOU	P▲	1.49	.87	.15	Su,W
"	BRO	P▲	1.49	.87	.15	Su,W
"	CRP	P▲	1.49	.87	.15	Sa
"	LAX	P▲	1.63	1.01	.15	Su,W
"	EWR	TC	1.70	1.50	....	Frequently
Athens, Greece	LGA	AO*	1.60	1.21	.15	Dly
"	IDL	SA	1.57	1.11	....	Su
"	LGA	TR	1.20	.90	.15	.....
"	HFD	TR	1.20	.90	.15	.....
"	IDL	SW	1.28	1.03	.20	.....
"	LGA	BO	1.42	1.07	.15	Su,M,T,Th,F
"	IDL	AF	1.42	1.07	.15	Weekly
"	BOS	AF	1.40	1.05	.15	.....
"	IDL	K	1.41	1.07	.15	W
"	IDL	SS	1.41	1.06	.15	Sa,M,W,F
"	LGA	TW	1.41	1.06	.15	M,T,W,Sa
"	DCA	TW	1.45	1.09	.15	.....
"	CHI	TW	1.49	1.14	.15	Th
"	PHL	TW	1.44	1.09	.15	.....
"	BOS	TW	1.40	1.05	.15	.....
"	YIP	TW	1.47	1.12	.15	Th
"	EWR	TC	1.00	.85	.25	.....
"	IDL	S	1.57	1.11	....	Th
"	IDL	SR	1.41	1.07	.15	Su,W
Auckland, N. Z.	LAX	P	2.06	1.55	.15	Sa
"	SFO	P	2.06	1.55	.15	Sa
"	PDX	P	2.06	1.55	.15	F
"	SEC	P	2.06	1.55	.15	F
"	BOS	AO*	3.80	3.27	.15	Sa,Th
"	LGA	AO*	3.83	3.29	.15	Dly
"	SFO	BO*	2.06	1.55	.15	.....
"	SFO	BC	2.06	1.55	.15	F
"	HJR	BC	1.39	1.04	.15	F
"	VR	BC	2.17	1.63	.15	F
Augusta, Italy	LGA	AO*	1.45	1.084	.21	Dly
"	BOS	AO*	1.42	1.064	.21	Sa,Th
"	LGA	BO	1.30	.98	.15	Su,M,T,Th,F
Baghdad, Iraq	LGA	AO*	1.95	1.455	.30	Dly
"	IDL	AF	1.65	1.24	.15	Weekly
"	BOS	AF	1.63	1.22	.15	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Baghdad Cont'd	EWR TC	1 58	1 25	...	Frequently
"	IDL S*	1 76	1 32	...	M,Th,Sa
"	LGA BO	1 65	1 24	.15	Su,M,T,Th,F
"	IDL K	1 65	1 24	.15	T
Bahia, Brazil (*See Sao Salvador*)					
Bahrein, Arabia	LGA AO*	2 07	1 553	.30	Dly
"	LGA BO	1 74	1 31	.15	Su,M,T,Th,F
Balboa, Canal Zone	MIA P*	39	19	.15	Dly
"	MSY P*	45	26	.15	Dly
"	HOU P*	48	29	.15	Dly
"	BRO P*	48	29	.15	Dly
"	CRP P*	48	29	.15	Sa
"	LAX P*	61	43	.15	Dly
"	HOU B	48	29	.10	Su,T,Th
"	CHI B	51	31	.20	Su,T,Th
"	CRP B	48	29	.10	Su,T,Th
"	DAL B	51	31	.10	Su,T,Th
"	YIP B	51	31	.20	Su,T,Th
"	MSY B	45	26	.15	Su,T,Th
"	ELP A*	54	25	.20	Dly
"	LAX A*	61	41	.20	Dly
"	SFO A*	62	42	.20	Dly
Bangkok, Siam	LGA P	2 46	1 96	.15	Su,T,W
"	PDX P	2 89	2 17	.15	F
"	SEC P	2 89	2 17	.15	F
"	LAX P	2 89	2 17	.15	M,T,F
"	BOS P	2 43	1 94	.15	T,W,F
"	SFO P	2 89	2 17	.15	M,T,F
"	IDL S8	2 11	1 59	.15	Su,M,W,F
"	LGA AO*	2 61	1 95	.30	Dly
"	BOS AO*	2 58	1 93	.30	Su,Th
"	IDL AF	2 51	1 89	.15	.
"	BOS AF	2 40	1 87	.15	.
"	LGA TR	2 34	2 00	.25	.
"	HFD TR	2 34	2 00	.25	.
"	OAK TR	2 21	1 92	.20	.
"	LGA BO	2 11	1 59	.15	Su,M,T,Th,F
"	IDL K	2 11	1 58	.15	Su,T,W,F
"	LAX W*	2 50	1 80	.20	.
"	PDX W*	2 50	1 80	.20	.
"	SEC W*	2 50	1 80	.20	.
"	EWR TC	2 30	1 90	.25	.
Bangui, Belg. Congo	IDL S	2 23	1 67	...	M,Th,Sa
Baracoa, Cuba	MIA P*	18	12	.15	Dly
Barcelona, Spain	LGA AO*	1 31	983	.21	Dly
"	IDL AF	1 16	87	.15	Twice Wkly
"	BOS AF	1 14	85	.15	Twice Wkly
"	IDL SA	1 41	1 06	...	Sa
"	LGA P	1 30	98	.15	Su,W,Th
"	BOS P	1 27	95	.15	Su,W,Th
"	IDL SR	1 69	97	.15	Su,W
Barcelona, Venezuela	MIA K	40	24	.15	T,F
Baroda, India	LGA AO*	2 37	1 778	.30	Dly
Barranca, Bermeja, Col.	MIA P*	54	28	.15	Th,Su
"	LGA P*	64	37	.15	Su,Th
"	MSY P*	60	35	.15	Su,M,W,F
"	HOU P*	60	35	.15	Su,T,Th,Sa
"	BRO P*	63	38	.15	Su,T,Th,Sa
"	CRP P*	63	38	.15	Su
"	LAX P*	77	52	.15	Su,T,Th,Sa
Barranquilla, Colombia	MIA P*	39	19	.15	Dly
"	LGA P*	49	28	.15	Dly
"	MSY P*	45	26	.15	Dly
"	HOU P*	48	29	.15	Dly
"	BRO P*	48	29	.15	Dly
"	CRP P*	48	29	.15	Sa
"	LAX P*	62	43	.15	Dly
"	MIA K	41	26	.15	Su,W,F
Basutkusi, Belgian Congo	IDL S	2 23	1 67	...	M,Th,Sa
"	LGA TR	.92	.80	.12½	.
"	HFD TR	.92	.80	.12½	.
"	IDL AF	1 21	.91	.15	Six Wkly
"	BOS AF	1 18	.88	.15	.
Basle, Switzerland	LGA AO*	1 21	.91	.15	Dly
"	IDL S	1 21	.91	...	M,Th,Sa
"	IDL S8	1 15	.87	.15	Su,M,W,F
"	IDL AF	1 15	.87	.15	.
"	BOS AF	1 13	.85	.15	.
"	IDL K	1 21	.91	.15	T,F
"	EWR TC	.93	.75	...	Frequently
"	IDL SR	1 15	.91	.15	Su,W
"	LGA BO	1 15	.87	.15	Su,M,T,Th,F
Basrah, Iraq	IDL K	1 65	1 24	.15	Su,W,F
"	LGA AO*	1 97	1 473	.30	Dly
"	LGA BO	1 65	1 24	.15	Su,M,T,Th,F
"	IDL AF	1 65	1 24	.15	Su,T,Th,F,Sa
"	BOS AF	1 63	1 22	.15	Su,T,Th,F,Sa
"	LGA TW	1 65	1 24	.15	Su,F
"	EWR TC	1 70	1 20	...	Frequently
"	IDL SR	1 65	1 24	.15	Su,W
"	LGA P	1 85	1 32	...	T,W,Th,Sa
"	BOS P	1 82	1 30	...	T,W,Th,F
Batavia, Java	LGA AO*	2 93	2 20	.30	Dly
"	LGA BO	2 27	1 71	.15	Su,M,T,Th,F
"	IDL K	2 27	1 70	.15	Su,T,W,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Bayamo, Cuba	MIA P*	.14	.09	.15	Dly
Beirut, Lebanon	LGA AO*	1 73	1 30	.30	Dly
"	BOS AO*	1 70	1 28	.30	Su,Th
"	IDL AF	1 50	1 13	.15	.
"	BOS AF	1 48	1 11	.15	.
"	EWR TC	1 55	1 10	...	Frequently
"	IDL S*	1 62	1 12	...	M,Th,Sa
"	LGA BO	1 50	1 13	.15	Su,M,T,Th,F
Belem, Brazil	LGA P*	.83	.47	.15	Dly
"	MIA P*	.76	.41	.15	Dly
"	MSY P*	.83	.48	.15	Dly
"	HOU P*	.86	.51	.15	Dly
"	BRO P*	.86	.51	.15	Dly
"	CRP P*	.86	.51	.15	Dly
"	LAX P*	1 00	.65	.15	Dly
"	EWR TC	.88	.62	...	Frequently
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Belfast, N. Ireland	IDL S8	1 00	.75	.15	Dly
"	LGA AO*	1 01	.768	.21	M,W
"	LGA BO	1 00	.75	.15	Su,M,T,Th,F
"	IDL AF	1 12	.84	.15	.
"	BOS AF	1 10	.82	.15	.
Belgrade, Yugoslavia	LGA AO*	1 51	1 108	.21	Dly
"	IDL S8	1 34	1 01	.15	Su,M,W,F
"	IDL AF	1 34	1 01	.15	.
"	BOS AF	1 32	.99	.15	.
"	IDL S*	1 51	1 09	...	M,Th,Sa
"	IDL SR	1 34	1 01	.15	Su,W
Belize, Br. Hond.	MSY TA	.39	.29	...	M,W,F
"	MEX TA	.33	.24	...	T,Th,Sa
"	MSK SK	.20	.15	...	.
Belle-Horizonte, Brazil	LGA P*	1 29	.73	.15	W,F
"	MIA P*	1 22	.67	.15	W,F
"	MSY P*	1 29	.74	.15	T,Th
"	HOU P*	1 32	.77	.15	M,F
"	BRO P*	1 32	.77	.15	M,F
"	CRP P*	1 32	.77	.15	M,F
"	LAX P*	1 46	.91	.15	M,F
Bergen, Norway	LGA AO*	1 20	902	.15	.
Berlin, Germany	LGA AO	1 31	.98	.15	T,Th,Sa
"	BOS AO	1 28	.95	.15	Sa
"	LGA TR	1 00	.85	.12½	.
"	HFD TR	1 00	.85	.12½	.
"	LGA BO	1 18	.89	.15	Su,M,T,Th,F
"	IDL AF	1 20	.90	.15	.
"	BOS AF	1 18	.88	.15	.
Bermuda	LGA BO	.15	.10	.15	Dly
"	EWR TC	.25	.15	...	Frequently
"	LGA C	.25	.15	.10	Dly
"	DCA C	.25	.15	.10	Weekly
"	LGA P	.25	.15	.10	Dly
"	BOS P	.25	.15	.10	M,Sa
"	UL T	.30C	.20C	.15	F
"	YTO T	.30C	.20C	.15	Su
Berne, Switzerland	IDL S*	1 21	.907	.21	Dly
"	LGA AO*	1 21	.907	.21	Dly
Birmingham, England	IDL AF	1 12	.84	.15	.
"	BOS AF	1 10	.82	.15	.
Bloemfontein, So. Africa	LGA BO	2 15	1 62	.15	Su,M,T,Th,F
Bluefields, Nicaragua	MSY TA	.55	.42	...	M,W,F
"	MEX TA	.43	.33	...	T,Th,Sa
Bogota, Columbia	MIA P*	.54	.28	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	CRP P*	.63	.38	.15	Dly
"	LAX P*	.76	.52	.15	Dly
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Bombay, India	LGA AO*	2 38	1 79	.15	Dly
"	LGA TR	2 22	1 42	.20	.
"	HFD TR	2 22	1 42	.20	.
"	LGA BO	1 95	1 47	.15	Su,M,T,Th,F
"	LGA TW	1 95	1 47	.15	Su,W,F
"	IDL K	2 00	1 67	.20	Dly except Su
"	EWR TC	2 00	1 60	.25	.
"	IDL AF	2 44	1 83	.15	.
"	BOS AF	2 41	1 80	.15	.
Bonaire, N.W.I.	MIA K	.30	.22	...	Dly
Bonanza, Nicaragua	MSY TA	.56	.43	.10	M,W,F
"	MEX TA	.44	.34	...	T,Th,Sa
Bone, Algeria	LGA AO*	1 39	1 037	.21	Dly
"	BOS AO*	1 36	1 017	.21	Su,Th
Bordeaux, France	LGA AO*	1 21	.91	.15	Dly
"	LGA BO	1 14	.86	.15	Su,M,T,Th,F
"	IDL AF	1 14	.86	.15	.
"	BOS AF	1 12	.84	.15	.
Bratislava, Czecho.	LGA AO*	1 38	1 010	.21	M,W,Sa
"	BOS AO*	1 35	.98	.21	M
"	IDL S*	1 38	.99	...	M,Th,Sa
Brazzaville, Fr. Eq. Af.	IDL AF	1 87	1 41	.15	Wkly
"	BOS AF	1 85	1 39	.15	.
"	BOS AO*	2 33	1 741	.30	M
"	LGA AO*	2 36	1 771	.30	M,W,Sa
Bremen, Germany	IDL SS	1 13	.85	.15	Su,M,W,F
"	LGA AO*	1 37	1 028	.21	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Brno (Brun), Czecho.	LGA AO*	1 35	.901	.21	M,W,Sa
"	IDL S*	1 35	.97	...	M,Th,Sa
"	BOS AO*	1 36	1 03	.15	M
Brussels, Belgium	LGA P	1 12	.82	.15	Dly
"	BOS P	1 09	.80	.15	Dly
"	LGA AO*	1 12	.82	.15	Dly
"	IDL S	1 12	.82	...	M,Th,Sa
"	LGA TR	.80	.65	.12½	.
"	HFD TR	.80	.65	.12½	.
"	IDL SW	.92	.73	.20	.
"	LGA BO	1 12	.82	.15	Su,M,T,Th,F
"	IDL S8	1 31	.98	.15	Su,M,W
"	IDL AF	1 12	.84	.15	Dly
"	BOS AF	1 10	.82	.15	Dly
"	IDL K	1 12	.84	.15	Dly except M
Bucaramanga, Colombia	MIA P*	.54	.28	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	CRP P*	.63	.38	.15	Dly
"	LAX P*	.77	.52	.15	Dly
Bucharest, Rumania	LGA AO*	1 58	1 16	.21	Dly
"	IDL S8	1 39	1 05	.15	Su,M,W,F
"	IDL AF	1 39	1 05	.15	.
"	BOS AF	1 37	1 03	.15	.
"	IDL S*	1 58	1 14	...	M,Th,Sa
Budapest, Hungary	LGA AO*	1 43	1 048	.21	Dly
"	IDL AF	1 31	.99	.15	.
"	BOS AF	1 29	.97	.15	.
"	IDL S*	1 42	1 02	...	M,Th,Sa
"	IDL S8	1 34	.99	.15	Su,M,W,F
"	IDL SR	1 31	.98	.15	Su,W
Buenos Aires, Argentina	LGA P*	1 54	.89	.15	Twice Dly
"	MIA P*	1 47	.83	.15	Twice Dly
"	MSY P*	1 53	.90	.15	Dly
"	HOU P*	1 56	.93	.15	Dly
"	BRO P*	1 56	.93	.15	Dly
"	CRP P*	1 56	.93	.15	Dly
"	LAX P*	1 67	1 07	.15	Dly
"	LGA SI	1 54	.93	.20	Frequently
"	MIA SI	1 45	.89	.20	Frequently
"	EWR TC	1 70	1 30	...	Frequently
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Bulawayo, S. Rhodesia	IDL S	2 66	2 01	...	M,Th,Sa
"	BOS AO*	2 88	2 16	.30	Su,Th
"	LGA AO	2 91	2 18	.30	Dly
Cabarien, Cuba	MIA P*	.14	.09	.15	Dly
Cairo, Egypt	LGA AO*	1 74	1 30	.15	Dly
"	IDL S	1 73	1 30	...	M,Th,Sa
"	LGA TR	1 42	1 30	.15	.
"	HFD TR	1 42	1 30	.15	.
"	IDL SW	1 46	1 16	.20	.
"	LGA BO	1 50	1 13	.15	Su,M,T,Th,F
"	IDL AF	1 50	1 13	.15	Twice Wkly
"	BOS AF	1 48	1 11	.15	.
"	IDL K	1 15	1 12	.15	T,F
"	LGA TW	1 50	1 13	.15	Dly
"	DCA TW	1 53	1 16	.15	.
"	BOS TW	1 48	1 11	.15	.
"	PHL TW	1 50	1 15	.15	.
"	CHI TW	1 57	1 20	.15	Th
"	YIP TW	1 55	1 18	.15	Th
"	EWR TC	1 37	1 00	...	Frequently
"	IDL SR	1 50	1 12	.15	Su,W
"	SFO PH	3 66	2 75	.15	W,Sa
"	HJR PH	3 08	2 31	.15	W,Sa
Calcutta, India	LGA P	2 31	1 89	.15	Su,T,W
"	BOS P	2 28	1 86	.15	Su,T,W
"	PDX P	3 25	2 44	.15	F
"	SEC P	3 25	2 44	.15	F
"	SFO P	3 25	2 44	.15	M,T,F
"	LAX P	3 25	2 44	.15	Sa,M
"	IDL SS	2 05	1 54	.15	Su,M,W,F
"	IDL K	2 05	1 54	.15	Su,T,W,F
"	LGA BO	2 05	1 54	.15	Su,M,T,Th,F
"	IDL AF	2 05	1 54	.15	Twice Wkly
"	BOS AF	2 03	1 52	.15	Twice Wkly
"	LGA AO*	2 53	1 89	.15	Dly
"	LGA TR	2 20	1 78	.25	.
"	HFD TR	2 20	1 78	.25	.
"	OAK TR	2 94	2 12	.20	.
"	LAX W*	3 27	2 35	.20	.
"	PDX W*	3 27	2 35	.20	.
"	SEC W*	3 27	2 35	.20	.
"	EWR TC	2 70	1 80	.25	.
"	SFO PH	2 69	2 02	.15	W,Sa
"	HJR PH	2 56	1 92	.15	W,Sa
Calgary, Alb., Canada	LGA T*	8 50	.31	.10	Dly
Cali, Colombia	MIA P*	.54	.28	.15	Dly
"	LGA P*	.64	.37	.15	Su,Th
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	CRP P*	.63	.38	.15	Dly
"	LAX P*	.76	.52	.15	Dly
Camaguey, Cuba	MIA P*	.12	.06	.15	Dly
Campeche, Mexico	MIA P*	.28	.14	.15	Dly
"	MSY P*	.25	.13	.15	Dly
"	HOU P*	.30	.22	.15	Dly
"	BRO P*	.28	.18	.15	Dly
"	CRP P*	.29	.20	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Campeche, Cont'd	LAX P	.44	.33	.15	Dly
Cannes, France	LGA AO*	1 27	.947	.21	Dly
"	BOS AO*	1 24	.927	.21	Su,Th
"	IDL AF	1 18	.89	.15	Dly
"	BOS AF	1 16	.87	.15	Dly
"	LGA BO	1 18	.89	.15	Su,M,T,Th,F
Canton Island	LAX P	1 36	1 02	.15	M,Th,Sa
"	SFO P	1 36	1 02	.15	M,Th,Sa
"	PDX P	1 36	1 02	.15	M
"	SEC P	1 36	1 02	.15	M
Capetown U. S. Af.	LGA AO*	3 06	2 289	.30	M,W,Sa
"	IDL S*	3 05	2 30	...	M,Th,Sa
"	LGA BO	2 39	1 80	.15	Su,M,T,Th,F
Caracas, Venezuela (*See La Guaira*)					
Cartagena, Colombia	Mia P*	.46	.23	.15	Dly
"	LGA P*	.56	.32	.15	Dly
"	MSY P*	.52	.30	.15	Dly
"	HOU P*	.55	.33	.15	Dly
"	BRO P*	.55	.33	.15	Dly
"	CRP P*	.55	.33	.15	Dly
"	LAX P*	.69	.47	.15	Dly
Casablanca, Fr. Morocco	BOS AF	1 33	1 00	.15	...
"	IDL AF	1 35	1 02	.15	Dly
"	LGA AO*	1 55	1 168	.21	Dly
"	BOS AO*	1 52	1 148	.21	Su,Th
"	IDL S*	1 55	1 16	...	M,Th,Sa
Castel Benito, Libya	LGA AO*	1 52	1 14	.21	Dly
"	BOS AO*	1 49	1 12	.15	Su,Th
Catacamas, Honduras					
Catania, Italy	LGA AO*	1 43	1 07	.21	M,W,Sa
"	BOS AO*	1 40	1 04	.21	M
Cayenne, Fr. Guiana	LGA P*	.70	.42	.15	M,Th
"	MIA P*	.63	.36	.15	M,Th
"	MSY P*	.70	.43	.15	Su,W
"	HOU P*	.73	.46	.15	T,Sa
"	BRO P*	.73	.46	.15	T,Sa
"	CRP P*	.73	.46	.15	T,Sa
"	LAX P*	.87	.60	.15	T,Sa
Cayo Mambi, Cuba	MIA P*	.18	.12	.15	Dly
Chetumal, Mexico	MIA P*	.33	.16	.15	Su,Th
"	MSY P*	.28	.16	.15	Su,Th
"	HOU P*	.32	.22	.15	W,Sa
"	BRO P*	.31	.21	.15	W,Sa
"	CRP P*	.31	.21	.15	W,Sa
"	LAX P*	.47	.36	.15	W,Sa
Christiansand, Norway	LGA AO*	1 25	.947	.21	Su,W
"	BOS AO*	1 22	.917	.21	F
"	IDL K	1 13	.85	.15	W,F
Cienfuegos, Cuba	MIA P*	.12	.08	.15	Dly
C. del Carmen, Mexico	MIA P*	.31	.16	.15	Dly
"	MSY P*	.27	.15	.15	Dly
"	HOU P*	.26	.19	.15	Dly
"	BRO P*	.25	.16	.15	Dly
"	CRP P*	.26	.19	.15	Dly
"	LAX P*	.41	.32	.15	Dly
Ciudad Trujillo, D. R.	LGA P*	.25	.21	.15	Dly
"	MIA P*	.15	.12	.15	Dly
"	MIA K	.15	.12	.15	Sa
"	EWR TC	.45	.35	...	Frequently
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Ciudad Victoria, Mexico	DAL B	.30	.....	.10	Dly
"	FTW B	.30	.....	.10	Dly
"	SAT B	.23	.....	.10	Dly
"	LRD B	.16	.....	.10	Dly
Cochabamba, Bolivia	MIA P*	1 13	.61	.15	M,W,F,Sa
"	MSY P*	1 19	.68	.15	M,W,F,Sa
"	HOU P*	1 22	.71	.15	Su,T,Th,F
"	BRO P*	1 22	.71	.15	Su,T,Th,F
"	CRP P*	1 22	.71	.15	Su,T,Th,F
"	LAX P*	1 35	.85	.15	Su,T,Th,F
Colombia, Any Destination other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1 18	.....	.15	Dly
"	HOU P	1 28	.....	.15	Dly
"	BRO P	1 20	.....	.15	Dly
"	CRP P	1 23	.....	.15	Dly
"	NLD P	1 22	.....	.15	Dly
"	LAX P	1 49	.....	.15	Dly
Colombo, Ceylon	LGA AO*	2 51	1 878	.30	Dly
"	LGA BO	2 51	1 88	.15	Su,M,T,Th,F
Concepcion, Bolivia	MIA P*	1 16	.63	.15	M,F
"	MSY P*	1 22	.70	.15	M,F,
"	HOU P*	1 25	.73	.15	Su,Th
"	BRO P*	1 25	.73	.15	Su,Th
"	CRP P*	1 25	.73	.15	Su,Th
"	LAX P*	1 39	.87	.15	Su,Th
Copenhagen, Denmark	IDL SS	1 13	.85	.15	Su,M,W,F
"	LGA AO	1 25	.94	.15	M,F
"	BOS AO	1 22	.91	.15	F
"	IDL S	1 25	.94	...	M,Th,Sa
"	LGA TR	1 00	.75	.12½	.....
"	HFD TR	1 00	.75	.12½	.....
"	IDL AF	1 21	.91	.15	Dly
"	BOS AF	1 19	.89	.15	Dly
"	IDL K	1 13	.85	.15	Dly except W
"	EWR TC	.80	.75	.25	.....
"	LGA BO	1 21	.91	.15	Su,M,T,Th,F
Coquilhatville, Belgian Congo	IDL S	2 20	1 65	...	M,Th,Sa
Cordoba Argentina	MIA P*	1 36	.76	.15	F
"	MSY P*	1 42	.83	.15	Th
"	HOU P*	1 42	.83	.15	W
"	BRO P*	1 42	.83	.15	W
"	CRP P*	1 45	.86	.15	W
"	LAX P*	1 58	1 00	.15	W
Costermansville, Belgian Congo	IDL S	2 23	1 67	...	M,Th,Sa
Cristobal, Canal Zone	MIA P*	.41	.21	.15	Dly
"	MSY P*	.47	.28	.15	Dly
"	HOU P*	.50	.31	.15	Dly
"	BRO P*	.50	.31	.15	Dly
"	CRP P*	.50	.31	.15	Dly
"	LAX P*	.63	.45	.15	Dly
Cucuta, Colombia	MIA P*	.54	.28	.15	Su,W,F,Sa
"	LGA P*	.64	.37	.15	Su,Th
"	MSY P*	.60	.35	.15	Su,W,F,Sa
"	HOU P*	.63	.38	.15	T,Th,F,Sa
"	BRO P*	.63	.38	.15	T,Th,F,Sa
"	CRP P*	.63	.38	.15	T,Th,F,Sa
"	LAX P*	.77	.52	.15	T,Th,F,Sa
Cuenca, Ecuador	MIA P*	.67	.36	.15	Su,M,Th
"	MSY P*	.73	.43	.15	Su,M,Th
"	HOU P*	.76	.46	.15	Su,W,Sa
"	BRO P*	.76	.46	.15	Su,W,Sa
"	CRP P*	.76	.46	.15	Su,W,Sa
"	LAX P*	.89	.60	.15	Su,W,Sa
Curacao, N.W.I.	LGA P*	.40	.31	.15	Dly
"	MIA P*	.30	.22	.15	Dly
"	MIA K	.30	.22	.15	Dly
"	EWR TC	.65	.50	...	Frequently
Curityba, Brazil	LGA P*	1 35	.77	.15	F
"	MIA P*	1 28	.71	.15	F
"	MSY P*	1 35	.78	.15	F
"	HOU P*	1 38	.81	.15	Th
"	BRO P*	1 38	.81	.15	Th
"	CRP P*	1 38	.81	.15	Th
"	LAX P*	1 52	.95	.15	Th
Dakar, Senegal, F. W. Africa	LGA P	1 68	1 21	.15	M,Th
"	BOS P	1 65	1 19	.15	Su,Th
"	LGA AO*	1 97	1 48	.30	Dly
"	IDL AF	1 67	1 20	.15	Thrice Wkly
"	BOS AF	1 65	1 24	.15	.....
Damascus, Syria	LGA P	1 62	1 12	.15	Su,T,W,Th,Sa
"	BOS P	1 59	1 10	.15	Su,T,W,Th,Sa
"	LGA AO*	1 73	1 295	.30	Dly
"	IDL SW	1 43	1 10	.20	.....
"	IDL AF	1 50	1 13	.15	.....
"	BOS AF	1 48	1 11	.15	.....
"	LGA BO	1 74	1 30	.15	Su,M,T,Th,F
"	EWR TC	1 50	1 13	...	Frequently
"	IDL SS	1 50	1 13	.15	Su,M,W,F
"	IDL K	1 50	1 13	.15	SuW
Dar-es-Salaam, Tanganyika	LGA AO*	2 39	1 787	.30	Dly
"	BOS AO*	2 36	1 767	.30	Su,Th
"	LGA BO	1 91	1 44	.15	Su,M,T,Th,F
"	IDL AF	1 96	1 47	.15	Su,T,F
"	BOS AF	1 94	1 45	.15	.....
Darwin, Australia	LGA BO	2 57	1 93	.15	Su,M,T,Th,F
David, Panama	MIA P*	.45	.22	.15	Dly
"	MSY P*	.45	.26	.15	Dly
"	HOU P*	.48	.29	.15	Dly
"	BRO P*	.48	.28	.15	Dly
"	CRP P*	.48	.29	.15	Dly
"	LAX P*	.77	.59	.15	Dly
Deauville, France	IDL S	1 22	.88	...	M,Th,Sa
"	LGA AO*	1 09	816	.21	.....
Delhi, India	LGA AO*	2 39	1 79	.15	Dly
"	LGA BO	1 96	1 47	.15	Su,M,T,Th,F
"	LGA P	2 20	1 79	.15	Su,T,W
"	BOS P	2 17	1 76	.15	Su,T,W
"	LAX P	3 45	2 59	.15	Su,M,F
"	SFO P	3 45	2 59	.15	M,T,F
"	PDX P	3 45	2 59	.15	F
"	SEC P	3 45	2 59	.15	F
"	IDL K*	1 95	1 47	.15	Su,T,W,F
Dharhan, Saudi Arabia	LGA SI	2 40	1 65	.25	Frequently
"	LGA TR	2 22	1 42	.15	.....
"	HFD TR	2 22	1 42	.15	.....
"	LGA AO*	2 06	1 55	.35	Dly
Dharhan, Cont'd	LGA TW	1 72	1 29	.15	Su,W,F
"	LAX W*	3 80	2 78	...	.....
"	PDX W*	3 80	2 78	...	.....
"	SEC W*	3 80	2 78	...	.....
"	IDL S*	1 91	1 43	...	M,Th,Sa
"	SFO PH	3 60	2 70	.15	W,Sa
Douala, Fr. W. Africa	IDL AF	1 82	1 37	.15	Weekly
"	BOS AF	1 80	1 35	.15	.....
"	LGA AO*	2 67	2 008	.45	Dly
Dublin, Eire	LGA AO*	.96	.719	.21	Dly
"	LGA TR	.73	.63	.10	.....
"	HFD TR	.73	.63	.10	.....
"	IDL K	1 12	.84	.15	Su,W
Durban, So. Afr.	LGA BO	2 19	1 65	.15	Su,M,T,Th,F
"	LGA AO*	2 77	2 078	.30	Dly
Dusseldorf, Germany	IDL SS	1 13	.85	.15	Su,M,W,F
"	LGA BO	1 17	.88	.15	Su,M,T,Th,F
"	LGA AO*	1 27	934	.21	Dly
"	IDL K*	1 12	.84	.15	T,F
East London, U. of So. Africa	LGA BO	2 30	1 73	.15	Su,M,T,Th,F
Edmonton, Alberta, Canada	LGA T*	8 50	.31	.10	Dly
Eindhoven, Netherlands	LGA AO*	1 17	.86	.15	M,W,Sa
"	BOS AO*	1 16	.86	.15	M
Elizabethville, Belgian Congo	LGA AO*	2 48	1 861	.30	Dly
"	IDL S	2 23	1 67	...	M,Th,Sa
Entebbe, British Uganda	IDL S	2 23	1 67	...	M,Tu,Sa
Esmeraldas, Ecuador	MIA P*	.67	.36	.10	T
"	MSY P*	.73	.43	.15	T
"	HOU P*	.76	.46	.15	M
"	BRO P*	.76	.46	.15	M
"	CRP P*	.76	.46	.15	M
"	LAX P*	.89	.60	.15	M
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
"	OAK TR	.58	.35½	.15	.....
Florianopolis, Brazil	LGA P*	1 37	.78	.05	Dly except Th
"	MIA P*	1 30	.72	.05	Dly except Th
"	MSY P*	1 37	.79	.15	Dly except Th
"	HOU P*	1 40	.82	.15	Dly except W
"	BRO P*	1 40	.82	.15	Dly except W
"	CRP P*	1 40	.82	.15	Dly except W
"	LAX P*	1 54	.96	.15	Dly except W
Fort William, Ontario, Can.	LGA T*	4 30	142	.10	Dly
Fortaleza (Ceara), Brazil	LGA P*	1 03	.58	.15	Dly except F
"	MIA P*	.96	.52	.15	Dly except F
"	MSY P*	1 03	.59	.15	Dly except F
"	HOU P*	1 06	.62	.15	Dly except Th
"	BRO P*	1 06	.62	.15	Dly except Th
"	CRP P*	1 06	.62	.15	Dly except Th
"	LAX P*	1 20	.76	.15	Dly except Th
Frankfort-on-Main, Germany	LGA P	1 20	.87	.15	Dly
"	BOS P	1 17	.85	.15	Dly
"	LGA AO	1 21	.89	.15	Dly
"	BOS AO	1 18	.86	.15	M,T,Sa
"	DCA AO	1 23	.91	.15	F
"	PHL AO	1 22	.91	.15	F
"	IDL K	1 13	.85	.15	T,F
"	LGA TR	.92	.77	.12½	.....
"	HFD TR	.92	.77	.12½	.....
"	IDL SW	.97	.78	.20	.....
"	LGA BO	1 13	.85	.15	Su,M,T,Th,F
"	IDL SS	1 13	.85	.15	Su,M,W,F
"	IDL S	1 21	.89	...	M,Th,Sa
"	IDL SR	1 13	.85	.15	Su,W
"	IDL AF	1 13	.85	.15	.....
"	BOS AF	1 11	.83	.15	.....
Freetown, Sierre Leone	IDL AF	1 75	1 32	.15	.....
"	BOS AF	1 73	1 30	.15	.....
Gander, N. F.	LGA P	.38	.29	.15	Dly
"	BOS P	.35	.26	.15	Dly
"	LGA AO	.38	.28	.15	Dly
"	BOS AO	.35	.26	.15	M,T,W,F,Sa
"	DCA AO	.40	.30	.15	F
"	PHL AO	.39	.29	.15	F
"	LGA TW	.38	.29	.10	Dly
"	DCA TW	.40	.31	.10	M
"	PHL TW	.39	.30	.10	M
"	BOS TW	.35	.26	.10	M,T,Th,F
"	YIP TW	.42	.33	.10	Tu,Sa
"	CHI TW	.44	.35	.10	Tu,Sa
"	BOS T*	4 41	.1465	.10	Dly
"	LGA BO	.38	.29	.15	Su,M,T,Th,F
"	IDL SR	.38	.29	...	Su,W
Gdansk, Poland	LGA AO*	1 44	1 083	.21	Su,M,W,F
Geneva, Switzerland	LGA AO*	1 21	.91	.15	Dly
"	IDL S	1 21	.91	...	M,Th,Sa
"	LGA TR	.92	.77	.12½	.....
"	HFD TR	.92	.77	.12½	.....
"	IDL SW	.99	.79	.20	.....
"	LGA BO	1 15	.87	.15	Su,M,T,Th,F
"	IDL SS	1 15	.87	.15	Su,M,W,F
"	IDL AF	1 15	.87	.15	Dly
"	BOS AF	1 13	.85	.15	Dly
"	IDL K	1 15	.86	.15	Su,T,W
"	LGA TW	1 15	.87	.15	Dly ex.W,Th
"	DCA TW	1 18	.90	.15	.....
"	PHL TW	1 17	.89	.15	.....
"	YIP TW	1 20	.92	.15	Th
"	CHI TW	1 22	.94	.15	Th
"	EWR TC	.90	.70	.25	.....
"	IDL SR	1 15	.86	...	Su,W
Genoa, Italy	IDL AF	1 14	.86	.15	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Genoa, Cont'd	BOS AF	1 12	84	15	
Georgetown, British Guiana	LGA P*	56	35	15	M,Th
"	MIA P*	49	29	15	M,Th
"	MSY P*	56	36	15	M,Th
"	HOU P*	59	39	15	Su,W
"	BRO P*	59	39	15	Su,W
"	CRP P*	59	39	15	Su,W
"	LAX P*	73	53	15	Su,W
"	MIA K	49	29	15	Sa
Gibraltar, Gibraltar	LGA AO*	1 46	1 089	30	Dly
"	LGA BO	1 18	89	15	Su,M,T,Th,F
Glasgow, Scotland	LGA AO	96	72	15	M,W,Sa
"	BOS AO	94	70	15	M
"	LGA TR	.78	68	.10	
"	HFD TR	.78	68	.10	
"	LGA BO	.96	72	15	Su,M,T,Th,F
"	IDL SS	.96	72	15	Dly
"	IDL AF	1 12	84	15	
"	BOS AF	1 10	82	15	
"	IDL K	.96	72	15	M,T,Th,F,Sa
"	UL T	.98C	.74C	.15C	Dly
"	EWR TC	.90	70		Frequently
Gothenburg, Sweden	LGA AO*	1 24	937	21	M,F
"	IDL SS	1 13	85	15	Dly
"	IDL AF	1 21	.91	15	
"	BOS AF	1 19	89	15	
Guadalajara, Mex.	HOU P*	.23	.17	.15	Dly
"	BRO P*	21	13	15	Dly
"	CRP P*	22	15	15	Dly
"	LAX P*	30	25	15	Dly
Guam	LAX P	2 00	1 80	15	M,T,Th,F,Sa
"	SFO P	2 00	1 50	15	Su,T,W,F
"	PDX P	2 00	1 50	15	M,F
"	SEC P	2 00	1 50	15	M,F
"	OAK TR	1 60	1 17	07½	
Guantanamo, Cuba	MIA P*	.18	12	15	Twice Dly
Guatemala City, Guatemala	MIA P*	.39	.19	15	Dly
"	MSY P*	.34	.19	15	Dly
"	HOU P*	.32	.23	15	Twice Dly
"	BRO P*	.31	.19	15	Dly
"	CRP P*	.37	.20	15	Dly
"	LAX P*	.47	.34	15	Dly
"	MSY TA	.34	.18	..	M,T,W,Th,F
"	MEX TA	.17	.12		T,Th,Sa
"	HOU SK	See Note SK			
"	MSY SK	.20	.16		
Guayaquil, Ecuador	MIA P*	.43	.35	15	Dly except Sa
"	MSY P*	.71	.42	15	Dly except Sa
"	HOU P*	.74	.45	15	Dly except F
"	BRO P*	.74	.45	15	Dly except F
"	CRP P*	.74	.45	15	Dly except F
"	LAX P*	.87	.59	15	Dly
"	BRO B	.75	.46	20	Su,T,Th
"	CHI B	.77	.47	20	Su,T,Th
"	CRP B	.74	.45	20	Su,T,Th
"	DAL B	.77	.47	20	Su,T,Th
"	YIP B	.77	.47	20	Su,T,Th
"	FTW B	.77	.47	20	Su,T,Th
"	HOU B	.74	.45	20	Su,T,Th
"	IND B	.76	.46	20	Su,T,Th
"	LRD B	.75	.46	20	Su,T,Th
"	MSY B	.71	.42	15	Su,T,Th
"	SAT B	.74	.45	20	Su,T,Th
"	HAV B	.60	.34	10	Su,T,Th
"	LAX A*	.87	.57	20	Dly
"	ELP A*	.80	.51	20	Dly
"	SFO A*	.88	.58	20	Dly
Haifa Isreal	EWR TC	1 75	1 25		Frequently
"	IDL S*	1 62	1 12		M,Th,Sa
"	LGA BO	1 74	1 30	15	Su,M,T,Th,F
"	LGA AO*	1 73	1 295	30	Dly
Halifax, N. S.	BOS T*	2 64	0755	10	Dly
Hamburg, Germany	LGA AO*	1 23	92	15	Dly
"	IDL S	1 23	92		M,Th,Sa
"	LGA TR	.94	.84	12½	
"	HFD TR	.94	.84	12½	
"	LGA BO	1 14	86	15	Su,M,T,Th,F
"	IDL SS	1 14	86	15	Su,M,W,F
"	IDL K	1 14	86	15	T,Th,F
Hamilton, Bermuda	LGA P	.25	.19	15	Dly
"	LGA BO	.20	.10	15	Dly
"	UL T	.30C	.20C	..	F
"	YTO T	.30C	.20C	..	Su
Hargeisa, Br Somaliland	LGA BO	2 23	1 67	.15	Su,M,T,Th,F
Harmonard, Sweden	IDL SS	1 10	.84	15	Dly
Havana, Cuba	MIA P*	.08	.05	15	Several Dly
"	CHI CS	.20	.18	15	Dly
"	YIP CS	.20	.18	15	Dly
"	HOU CS	.18	.16	15	Dly
"	MSY CS	.14	.11	15	Dly
"	STL CS	.19	.17	15	Dly
"	IND CS	.19	.17	15	Dly
"	BUJ CS	.18	.16	15	Dly
"	ELD CS	.19	.17	15	Dly
"	EVV CS	.18	.16	15	Dly
"	FWA CS	.20	.18	15	Dly
"	GRW CS	.17	.15	15	Dly
"	HOT CS	.22	.20	15	Dly
"	JAN CS	.19	.17	15	Dly
"	LIT CS	.20	.18	15	Dly
"	MEM CS	.17	.15	15	Dly
"	PUK CS	.18	.16	15	Dly
"	PIA CS	.20	.18	15	Dly
"	SHV CS	.19	.17	15	Dly
"	HUF CS	.20	.18	15	Dly
"	TOL CS	.20	.18	15	Dly
"	MKC CS	.21	.19	15	Dly
"	SPG CS	.20	.18	15	Dly
"	MIA K	.08	.05	15	M,Th,Sa
"	MIA EA	.08	.08	15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Havana, Cuba (Continued)					
"	LGA EA	14½	14½	15	Dly
"	MSY N	.14	.11	10	Dly
"	MIA N	.08	.05	10	Dly
"	TPA N	.09	.07	10	Dly
"	DCA N	16½	.13	10	Dly
"	IDL N	.18	.14	10	Dly
"	BAL N	.17	.13	10	Dly
"	CHS N	.13	09½	10	Dly
"	JAX N	.11	.08	10	Dly
"	MOB N	.13	.10	10	Dly
"	ORF N	15½	.12	10	Dly
"	SAV N	12½	.09	10	Dly
"	EWR N	.18	.14	10	Dly
"	PHL N	17½	.13½	10	Dly
"	BRO B	.21	.19	10	Su,T,Th
"	CHI B	.26	.24	10	Su,T,Th
"	CRP B	.20	.18	10	Su,T,Th
"	DAL B	.20	.18	10	Su,T,Th
"	FTW B	.21	.19	10	Su,T,Th
"	HOU B	.18	.16	10	Su,T,Th
"	LRD B	.22	.20	10	Su,T,Th
"	SAT B	.20	.18	10	Su,T,Th
"	ELP A*	.26	.22	10	Dly
"	LAX A*	.32	.28	10	Dly
"	SFO A*	.34	.31	10	Dly
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Helsinki, Finland	LGA AO	1 41	1 06	15	M,W,F
"	BOS AO	1 38	1 03	15	W,F
"	IDL SS	1 22	.92	.15	Dly
Hermosillo, Mexico	LAX P*	.20	.10	.15	Dly
Holguin, Cuba	MIA P*	.13	.09	.15	Dly
Hong Kong, Br. Crn. Col.	LGA P	2 59	2 13	.15	Su,T,W
"	BOS P	2 56	2 10	.15	Su,T,W
"	PDX P	2 50	1 88	.15	F
"	SEC P	2 50	1 88	.15	F
"	LAX P	2 50	1 88	.15	Dly
"	SFO P	2 50	1 88	.15	Dly
"	SFO PH	2 37	1 78	15	W,Sa
"	OAK PH	2 37	1 78	15	W,Sa
"	HJR PH	2 60	1 50	.15	W,Sa
"	LGA PH	2 60	1 94	.15	T,F
"	CHI PH*	2 54	1 91	15	T,F
"	CLE PH*	2 56	1 92	15	T,F
"	YIP PH*	2 56	1 92	15	T,F
"	LAX PH*	2 37	1 78	15	T,F
"	PDX PH*	2 37	1 78	15	T,F
"	SEC PH*	2 37	1 78	15	T,F
"	MKE PH	2 54	1 91	15	T,F
"	DCA PH	2 59	1 95	15	T,F
"	LGA BO	2 26	1 70	15	Su,M,T,Th,F
"	IDL AF	2 26	1 70	15	
"	BOS AF	2 24	1 68	15	
"	CHI NW*	2 26	1 70	15	Four Wkly
"	CLE NW*	2 26	1 70	15	Four Wkly
"	YIP NW*	2 26	1 70	15	Four Wkly
"	LAX NW*	2 26	1 70	15	Four Wkly
"	MKE NW*	2 26	1 70	15	Four Wkly
"	MPS NW*	2 26	1 70	15	Four Wkly
"	LGA NW*	2 26	1 70	15	Four Wkly
"	PIT NW*	2 26	1 70	15	Four Wkly
"	PDX NW*	2 26	1 70	15	Four Wkly
"	SFO NW*	2 26	1 70	15	Four Wkly
"	SEC NW*	2 26	1 70	15	Four Wkly
"	DCA NW*	2 26	1 70	15	Four Wkly
"	LAX W*	2 50	1 80	20	
"	PDX W*	2 50	1 80	20	
"	SEC W*	2 50	1 80	20	
"	EWR TC	2 40	2 30		Frequently
"	BOS A*	2 63	1 97	15	Dly
"	CHI A*	2 54	1 91	15	Dly
"	CLE A*	2 56	1 92	15	Dly
"	YIP A*	2 55	1 92	15	Dly
"	LGA A*	2 60	1 94	15	Dly
"	DCA A*	2 59	1 94	15	Dly
"	OAK TR	1 89	1 51	.20	
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Dly
"	PDX P	.71	.57	.15	M,F
"	SEC P	.71	.57	.15	M,F
"	LAX U	.71	.57	.10	Dly
"	SFO U	.71	.57	.10	Dly
"	CHI NW	.88	.711	15	Thrice Wkly
"	CLE NW	.90	.735	15	Thrice Wkly
"	YIP NW	.89	.729	15	Thrice Wkly
"	MKE NW	.88	.711	15	Thrice Wkly
"	MPS NW	.84	.684	15	Thrice Wkly
"	LGA NW	.94	.763	15	Thrice Wkly
"	PIT NW	.91	.742	15	Thrice Wkly
"	PDX NW	.71	.57	15	Thrice Wkly
"	SEC NW	.71	.57	15	Thrice Wkly
"	CLEG NW	.74	.60	15	Thrice Wkly
"	DCA NW	.93	.757	15	Thrice Wkly
"	CHI A‡	.88	.71	15	Dly
"	CLE A‡	.90	.73	.15	Dly
"	LGA A*‡	.89	.73	.15	Dly
"	LGA A*‡	.94	.76	15	Dly
"	PH A*‡	.94	.76	15	Dly
"	VR BC	.82	.61	.15	M, Alt. Th&F
"	OAK TR	.64	.51	.07½	
Iguassu Falls, Brazil	LGA P*	1 42	.81	15	F
"	MIA P	1 35	.75	.15	F
"	MSY P	1 42	.82	15	F
"	HOU P	1 45	.85	15	Th
"	BRO P	1 45	.85	15	Th
"	CRP P	1 45	.85	15	Th
"	LAX P	1 59	.99	15	Th
Ilorin, Nigeria	LGA BO	2 13	1 60	15	Su,M,T,Th,F
Ipiales, Colombia	MIA P*	.65	.32	15	Dly
"	LGA P*	.73	.41	15	Su,Th
"	MSY P*	.71	.39	15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Ipiales, Cont'd	HOU P*	.74	.42	.15	Dly
"	BRO P*	.74	.42	.15	Dly
"	CRP P*	.74	.42	.15	Dly
"	LAX P*	.87	.56	.15	Dly
Irumo, Belgian Congo	IDL S	2 23	1 67	....	M,Th,Sa
Istanbul, Turkey	IDL K	1 50	1 12	.15	Su
"	LGA P	1 62	1 12	.15	T,W,Th,Sa
"	BOS P	1 50	1 10	.15	T,W,Th,Sa
"	BOS AF	1 48	1 11	.15	
"	IDL AF	1 50	1 13	.15	
"	IDL SS	1 50	1 13	.15	Dly
"	LGA AO*	1 73	1 30	.15	Dly
"	LGA BO	1 50	1 13	15	Su,M,T,Th,F*
"	EWR TC	1 60	1 10	..	Frequently
"	IDL S*	1 62	1 12		M,Th,Sa
"	IDL SR	1 50	1 12	15	Su,W
Ixtepec, Mexico	MIA P*	.51	.25	15	Dly
"	MSY P*	.48	.24	.15	Dly
"	HOU P*	.24	.18	15	Dly
"	BRO P*	.22	.13	15	Dly
"	CRP P*	.23	.16	15	Dly
"	LAX P*	.38	.29	15	Dly
Jaipur, India	LGA AO*	2 39	1 787	30	Dly
Jeddah, Saudi Arabia	LGA BO	1 68	1 26	15	Su,M,T,Th,F
Jersey, Channel Is, U.K.	LGA AO*	1 12	.839	.21	Dly
Jerusalem, Palestine	LGA TW	1 50	1 13	15	
"	DCA TW	1 80	1 36	15	
"	CHI TW	1 57	1 20	15	
"	YIP TW	1 55	1 18	15	
"	BOS TW	1 48	1 11	15	
"	PHL TW	1 52	1 15	15	
"	IDL SA	1 62	1 12	....	Sa
"	LGA AO*	2 09	1 546	.30	Dly
Jibuti, Fr. Somaliland	LGA BO	1 81	1 36	15	Su,M,T,Th,F
"	IDL AF	1 81	1 36	15	
"	IDL AF	1 79	1 34	15	
Joao Pessoa (Cabadello)	LGA P	1 47		15	Su,Th,Sa
"	MIA P	1 25		15	Su,Th,Sa
"	MSY P	1 49		15	Su,Th,Sa
"	HOU P	1 63		15	W,F,Sa
"	BRO P	1 55		15	W,F,Sa
"	CRP P	1 58		15	W,F,Sa
"	NLD P	1 56		15	W,F,Sa
"	LAX P	1 82		15	W,F,Sa
Johannesburg, U. of So. Africa	IDL K	2 02	1 52	15	T,F
"	LGA P	2 50	1 88	.20	M,Th
"	BOS P	2 47	1 86	.20	Su,Th
"	LGA BO	2 02	1 52	15	Su,M,T,Th,F
"	LGA AO*	2 63	1 969	.30	Dly
"	IDL S	2 23	1 67		M,Th,Sa
Jos, Nigeria	LGA BO	1 68	1 26	15	Su,M,T,Th,F
Juba, Anglo-Egyptian Sudan	IDL S*	2 21	1 65		M,Th,Sa
Juneau, Alaska	SEC P	.30	.13	15	Dly
	OAK TR	.41	24½	15	
Kabalo, Belgian Congo	IDL S*	2 23	1 67		M,Th,Sa
Kaduna, Nigeria	LGA BO	1 68	1 26	15	Su,M,T,Th,F
Kamaran Isl., Eritrea	LGA AO*	2 14	1 60	.30	Dly
"	LGA BO	1 78	1 34	15	Su,M,T,Th,F
Kampala, Uganda	LGA BO	2 23	1 67	15	Su,M,T,Th,F
Kano, Nigeria					
B.W.A.	LGA AO*	1.99	1.489	.30	Dly
"	LGA BO	1 68	1 26	15	Su,M,T,Th,F
"	IDL AF	1 68	1 26	15	Thrice Wkly
"	BOS AF	1 68	1 24	15	Thrice Wkly
"	IDL K	1 68	1 26	15	T,F
Karachi, Pakistan	LGA P	2 13	1 60	15	Su,T,W,Sa
"	BOS P	2.10	1 58	.15	Su,T,W,Sa
"	PDX P	3 57	2 68	.15	F
"	SEC P	3 57	2 68	.15	F
"	LAX P	3 57	2 68	.15	M,T
"	SFO P	3 57	2 68	.15	M,T
"	IDL SS	1 87	1 41	.15	Su,M,W,F
"	LGA AO*	2 27	1 70	.30	Dly
"	LGA TR	2 04	1 50	.20	
"	HFD TR	2 04	1 50	.20	
"	IDL K	1 87	1 41	.15	Su,T,W,F
"	LGA BO	1 89	1 41	.15	Su,M,T,Th,F
"	IDL AF	1 87	1 41	.15	
"	BOS AF	1 85	1 39	.15	
"	LAX W*	3 60	2 63	....	
"	PDX W*	3 60	2 63	....	
"	SEC W*	3 60	2 63	....	
"	EWR TC	2 00	1 50	.25	
"	IDL S*	2 13	1 60	....	M,Th,Sa
Ketchikan, Alaska	SEC P	.22	.09	.15	Dly
Khartoum, Anglo-Egypt, Sudan	LGA BO	1 71	1 29	.15	Su,M,T,Th,F
"	IDL SS	1.71	1 20	15	Su,M,W,F
"	IDL AF	1 71	1 29	15	Thrice Wkly
"	BOS AF	1 69	1 27	15	
"	LGA AO*	2 04	1 53	.30	Dly
Kimberley, So. Afr.	LGA BO	2 43	1.82	15	Su,M,T,Th,F
"	LGA AO*	2 74	2.049	.30	Dly
Kindu, Belg. Congo	IDL S	2 23	1 67		M,Th,Sa
Kingston, Jamaica	MIA P*	.20	.10	.15	Dly
"	MIA K	.15	.10	.15	M,Th,Sa
"	BUJ CS	.30	.20	.15	Dly
"	CHI CS	.34	.22	.15	Dly
"	YIP CS	.32	.22	.15	Dly
"	ELD CS	.31	.21	.15	Dly
"	EVV CS	.30	.20	.15	Dly
"	FWA CS	.32	.22	.15	Dly
"	GRW CS	.29	.19	.15	Dly
"	HOT CS	.33	.23	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Kingston, Cont'd	HOU CS	30	20	.15	Dly
"	IND CS	31	21	.15	Dly
"	JAN CS	29	19	.15	Dly
"	LIT CS	31	21	.15	Dly
"	MEM CS	29	19	.15	Dly
"	MSY CS	28	18	.15	Dly
"	PUK CS	30	20	.15	Dly
"	PIA CS	32	22	.15	Dly
"	STL CS	31	21	.15	Dly
"	SHV CS	31	21	.15	Dly
"	HUF CS	32	22	.15	Dly
"	TOL CS	32	22	.15	Dly
"	MKC CS	33	23	.15	Dly
"	SGF CS	32	22	.15	Dly
"	UL T	23C	24C	...	M
"	YTO T	23C	22C	...	M
"	EWR TC	33	22	...	Frequently
"	HOU SK*	See Note SK			.....
"	MSY SK*	See Note SK			.....
Kosice, Czech.	LGA AO*	1 46	1 13	.15	M,W,Sa
"	BOS AO*	1 42	1 029	.21	M
Kuwait, Kuwait	LGA BO	1 70	1 28	.15	Su,M,T,Th,F
"	LGA AO*	2 02	1 513	.30	Dly
Kristiansand, Norway	IDL SS	1 13	85	.15	T,W,Sa
"	IDL K	1 25	94	.15	Su,T,Th,Sa
"	IDL S	1 15	84	...	Th
"	LGA AO*	1 25	947	.21	.....
La Ceiba, Honduras	MSY TA	43	25	...	M,W,F
"	MEX TA	26	20	...	T,Th,Sa
Lagos, Nigeria	LGA AO*	2 04	1 524	.30	Dly
"	LGA BO	1 68	1 26	.15	T,Th,Sa
Lagos, Nigeria	LGA AO*	2 04	1 524	.30	Dly
"	LGA BO	1 68	1 26	.15	Su,M,T,Th,F
"	IDL AF	1 68	1 26	.15	Twice Wkly
"	BOS AF	1 66	1 24	.15	.....
La Guaira, Venezuela	LGA P*	50	32	.15	Dly
"	MIA P*	40	23	.15	Dly
"	MSY P*	45	30	.15	Dly
"	HOU P*	48	33	.15	Dly
"	BRO P*	48	33	.15	Dly
"	CRP P*	48	33	.15	Dly
"	LAX P*	62	47	.15	Dly
"	MIA K	40	23	.15	Dly
"	BUJ CS	50	33	.15	Dly
"	CHI CS	52	35	.15	Dly
"	YIP CS	52	35	.15	Dly
"	ELD CS	51	34	.15	Dly
"	EVV CS	50	33	.15	Dly
"	FWA CS	52	35	.15	Dly
"	GRW CS	49	32	.15	Dly
"	HOT CS	53	36	.15	Dly
"	HOU CS	48	33	.15	Dly
"	IND CS	51	34	.15	Dly
"	JAN CS	49	32	.15	Dly
"	LIT CS	51	34	.15	Dly
"	MEM CS	49	32	.15	Dly
"	MSY CS	45	30	.15	Dly
"	PUK CS	50	34	.15	Dly
"	PIA CS	53	36	.15	Dly
"	STL CS	51	34	.15	Dly
"	SHV CS	51	34	.15	Dly
"	HUF CS	52	35	.15	Dly
"	TOL CS	52	35	.15	Dly
"	MKC CS	53	36	.15	Dly
"	SGF CS	52	35	.15	Dly
"	HAV CS	40	23	.15	.....
"	KIN CS	34	17	...	.....
"	EWR TC	45	35	25	.....
La Paz, Bolivia	MIA P*	1 07	.58	.15	Dly except T
"	MSY P*	1 13	.65	.15	Dly except T
"	HOU P*	1 16	.68	.15	Dly except M
"	BRO P*	1 16	.68	.15	Dly except M
"	CRP P*	1 16	.68	.15	Dly except M
"	LAX P*	1 29	.82	.15	Dly except M
"	EWR TC	1 42	1 24	...	Frequently
"	DAL B	1 19	.70	.20	Su,Th
"	HOU B	1 16	.68	.20	Su,Th
"	ELP A*	1 22	.74	.20	Dly
"	LAX A*	1 29	.80	.20	Dly
"	SFO A*	1 30	.81	.20	Dly
"	HOU SK*	See Note SK			.....
"	MSY SK*	See Note SK			.....
Leopoldville, Belgian Congo	LGA P	2 25	1 69	.15	M,Th
"	BOS P	2 22	1 67	.15	Su,Th
"	LGA AO*	2 36	1 771	.30	M,W,Sa
"	IDL S	2 01	1 52	...	M,Th,Sa
Lethbridge, Alb., Canada	LGA T*	8 50	.31	...	Dly
"	CTB W	.04	.....	.10	Dly
Libenge, Belgian Congo	IDL S	2 23	1 67	...	M,Th,Sa
Liege, Belgium	IDL S	1 14	.84	...	M,Th,Sa
Lima, Peru	MIA P*	.87	.46	.15	Dly
"	MSY P*	.93	.53	.15	Dly
"	HOU P*	.96	.56	.15	Dly
"	BRO P*	.96	.56	.15	Dly
"	CRP P*	.96	.56	.15	Dly
"	LAX P*	1 09	.70	.15	Dly
"	HOU B	.96	.56	.20	Su,T,Th
"	IND B	.98	.57	.20	Su,T,Th
"	LRD B	.97	.57	.20	Su,T,Th
"	MSY B	.93	.53	.20	Su,T,Th
"	SAT B	.96	.56	.20	Su,T,Th
"	BRO B	.97	.57	.20	Su,T,Th
"	CHI B	.99	.58	.20	Su,T,Th
"	CRP B	.96	.56	.20	Su,T,Th
"	DAL B	.99	.58	.20	Su,T,Th
"	FTW B	.99	.58	.20	Su,T,Th
"	HAV B	.82	.45	.10	Su,T,Th

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Lima, Cont'd	EWR TC	1 20	1 00	...	Frequently
"	ELP A*	1 02	.62	.20	Dly
"	LAX A*	1 09	.68	.20	Dly
"	SFU A*	1 10	.69	.20	Dly
"	HOU SK*	See Note SK			.....
"	MSY SK*	See Note SK			.....
Lisala, Belgian Congo	IDL S	2 23	1 67	...	M,Th,Sa
Lisbon, Portugal	LGA P	1 01	.76	.15	Dly except Th
"	BOS P	.98	.74	.15	Dly except Th
"	LGA AO*	1 41	1 058	.21	Dly
"	IDL S	1 40	1 05	...	M,Th,Sa
"	LGA TR	1 15	.70	.10	.....
"	HFD TR	1 15	.70	.10	.....
"	LGA BO	1 05	.79	.15	Su,M,T,Th,F
"	IDL AF	1 14	.86	.15	Twice Wkly
"	BOS AF	1 12	.84	.15	.....
"	LGA TW	1 01	.76	.15	M,W,F,Sa
"	BOS TW	.99	.74	.15	F
"	YIP TW	1 06	.81	.15	.....
"	CHI TW	1 08	.83	.15	.....
"	IDL K	1 18	.89	.15	Sa
"	EWR TC	1 00	.75	.25	.....
Liverpool, England	LGA AO*	1 02	.764	.21	Dly
"	BOS AO*	.99	.734	.21	Su,T,Th,F,Sa
"	IDL K*	.99	.74	.15	T,Th,F,Sa
Loanda, Belgian Congo	IDL S	2 17	1 67	...	M,Th,Sa
London, England	LGA P	1 03	.77	.15	Dly
"	BOS P	1 03	.75	.15	Dly
"	LGA AO	1 03	.77	.15	Dly
"	BOS AO	1 00	.75	.15	Su,Th
"	DCA AO	1 05	.80	.15	F
"	PHL AO	1 04	.79	.15	F
"	IDL S	1 12	.82	...	M,Th,Sa
"	LGA TR	.70	.60	.10	.....
"	HFD TR	.70	.60	.10	.....
"	IDL SW	.87	.70	.20	.....
"	LGA BO	1 03	.77	.15	Su,M,T,Th,F
"	IDL SS	1 30	.77	.15	Dly
"	IDL AF	1 09	.82	.15	Dly
"	BOS AF	1 07	.80	.15	Dly
"	IDL K	1 14	.84	.15	Dly except M
"	UL T	1 07C	81C	.15	Dly
"	EWR TC	70	60	.25	.....
"	HUH PH	3 42	2 57	.15	W,Sa
London, Ont., Canada	LGA T*	2 14	.0555	.10	Dly
Lulea, Sweden	IDL SS	1 22	.92	.15	Dly
"	LGA AO*	1 41	1 055	.15	.....
Lulunburg, Belgian Congo	IDL S	2 23	1 67	...	M,Th,Sa
Lusaka, Northern Rhodesia	LGA BO	2 23	1 67	.15	Su,M,T,Th,F
Luxembourg	IDL S	1 16	.86	...	M,Th,Sa
Luxor, Egypt	LGA AO*	1 90	1 421	.30	Dly
"	LGA BO	1 62	1 22	.20	Su,M,T,Th,F
Lydda, Isreal	LGA TR	1 98	1 27	.15	.....
"	HFD TR	1 98	1 27	.15	.....
"	IDL AF	1 50	1 13	.15	.....
"	BOS AF	1 48	1 11	.15	.....
"	LGA AO*	2 09	1 546	.30	Dly
"	EWR TC	1 50	1 10	.25	.....
"	IDL K	1 50	1 12	.15	Su
"	IDL S*	1 62	1 12	...	M,Th,Sa
"	LGA BO	1 50	1 13	.15	.....
Lyon, France	IDL AF	1 13	.85	.15	Dly
"	BOS AF	1 11	.83	.15	.....
"	LGA AO*	1 16	.872	.21	M,W,Sa
"	BOS AO*	1 13	.852	.21	M
Maceio, Brasil	LGA P*	1 17	.66	.15	M,W,Sa
"	MIA P*	1 10	.60	.15	M,W,Sa
"	MSY P*	1 17	.67	.15	M,W,Sa
"	HOU P*	1 20	.70	.15	Su,T,F
"	BRO P*	1 20	.70	.15	Su,T,F
"	CRP P*	1 20	.70	.15	Su,T,F
"	LAX P*	1 86	...	.15	Su,T,F
Madrid, Spain	LGA AO*	1 34	1 004	.21	Dly
"	LGA TR	1 20	.95	.10	.....
"	HFD TR	1 20	.95	.10	.....
"	LGA BO	1 10	.83	.15	Su,M,T,Th,F
"	IDL AF	1 10	.83	.15	.....
"	BOS AF	1 08	.81	.15	.....
"	LGA TW	1 10	.83	.15	M,W,F,Sa
"	BOS TW	1 08	.81	.15	F
"	CHI TW	1 17	.90	.15	.....
"	YIP TW	1 15	.88	.15	.....
"	IDL K	1 12	.84	.15	W
"	EWR TC	1 00	.75	.25	.....
"	IDL S	1 34	1 01	...	M,Th,Sa
"	HJR PH	3 42	2 57	.15	W,Sa
Madras, India	LGA AO*	2 39	1 79	.15	Dly
Managua, Colombia	MIA P*	.47	.24	.15	Dly
"	LGA P*	.57	.33	.15	Dly
"	MSY P*	.53	.33	.15	Dly
"	HOU P*	.56	.34	.15	Dly
"	BRO P*	.56	.34	.15	Dly
"	CRP P*	.56	.34	.15	Dly
"	LAX P*	.70	.48	.15	Dly
Malmo, Sweden	IDL AF	1 21	.91	.15	Dly
"	BOS AF	1 19	.89	.15	Dly
"	LGA AO*	1 27	.957	.21	M,F
"	LGA TR	1 05	.90	12½	.....
"	HFD TR	1 05	.90	12½	.....
"	IDL SS	1 13	.85	.15	Su,M,W,F
Malta, Malta	LGA AO*	1 45	1 084	.21	Dly
"	LGA BO	1 30	.98	.15	Su,M,T,Th,F
Managua, Nicaragua	MIA P*	.50	.24	.15	Dly
"	MSY P*	.43	.23	.15	Dly
"	HOU P*	.41	.27	.15	Dly
"	BRO P*	.39	.24	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Managua, Cont'd.	CRP P*	.40	.25	.15	Dly
"	LAX P*	.55	.39	.15	Dly
"	LGA EA	.51	.44	.20	.....
"	MIA EA	.44½	.35½	.20	.....
"	HAV EA	.36½	.29½	.15	.....
"	MSY TA	.43	.23	...	M,T,W,Th,F
"	MEX TA	.25	.16	...	T,Th,Sa
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Manaos, Brasil	LGA P*	1 08	.81	.15	Dly except Su
"	MIA P*	1 01	.85	.15	Dly except Su
"	MSY P*	1 08	.62	.15	Dly except Su
"	HOU P*	1 11	.65	.15	Dly except Su
"	BRO P*	1 11	.65	.15	Dly except Su
"	CRP P*	1 11	.65	.15	Dly except Su
"	LAX P*	1 25	.79	.15	Dly except Su
Manchester, England	LGA AO*	1 03	.769	.21	Dly
"	IDL K	1 01	.76	.15	Su,W
"	IDL SS	.99	.75	.15	Dly
"	IDL AF	1 12	.84	.15	.....
"	BOS AF	1 01	.82	.15	.....
Manila, Philippines	LAX P	2 50	1 88	.15	T,Th,Sa
"	SFO P	2 50	1 88	.15	Su,T,W,Th,F
"	PDX P	2 50	1 88	.15	F
"	SEC P	2 50	1 88	.15	F
"	LGA P	2 89	2 52	.15	T,W
"	BOS P	2 86	2 50	.15	T,W,
"	SFO PH	2 37	1 78	.15	W,Sa
"	OAK PH	2 37	1 78	.15	W,Sa
"	LAX PH*	2 37	1 78	.15	T,F
"	PDX PH*	2 37	1 78	.15	T,F
"	SEC PH*	2 37	1 78	.15	T,F
"	HJR PH	1 79	1 34	.15	W,Sa
"	LGA PH	2 00	1 94	.15	T,F
"	CLE PH*	2 56	1 92	.15	T,F
"	YIP PH*	2 55	1 92	.15	T,F
"	CHI PH	2 54	1 91	.15	T,F
"	MKE PH	2 54	1 91	.15	T,F
"	DCA PH	2 59	1 95	.15	T,F
"	EDF NW	2 26	1 70	.15	Four Wkly
"	CHI NW	2 26	1 70	.15	Four Wkly
"	CLE NW	2 26	1 70	.15	Four Wkly
"	YIP NW	2 26	1 70	.15	Four Wkly
"	LAX NW*	2 26	1 70	.15	Four Wkly
"	MKE NW	2 26	1 70	.15	Four Wkly
"	MPS NW	2 26	1 70	.15	Four Wkly
"	LGA NW	2 26	1 70	.15	Four Wkly
"	PIT NW	2 26	1 70	.15	Four Wkly
"	PDX NW*	2 26	1 70	.15	Four Wkly
"	SFO NW*	2 26	1 70	.15	Four Wkly
"	SEC NW	2 26	1 70	.15	Four Wkly
"	DCA NW	2 26	1 70	.15	Four Wkly
"	LAX W*	2 50	1 80	.20	.....
"	PDX W*	2 50	1 80	.20	.....
"	SEC W*	2 50	1 80	.20	.....
"	IDL AF	2 32	1 74	.15	.....
"	BOS AF	2 30	1 72	.15	.....
"	BOS A*	2 63	1 97	.15	Dly
"	CHI A*	2 54	1 91	.15	Dly
"	CLE A*	2 56	1 92	.15	Dly
"	YIP A*	2 25	1 92	.15	Dly
"	LGA A*	2 59	1 94	.15	Dly
"	DCA A*	2 59	1 94	.15	Dly
Manizales, Colombia	MIA P*	.54	.28	.15	Dly
"	LGA P*	.64	.37	.15	Dly
"	MSY P*	.60	.35	.15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	CRP P*	.63	.38	.15	Dly
"	LAX P*	.76	.52	.15	Dly
Manono, Belgian Congo	IDL S	2 23	1 67	...	M,Th,Sa
Manta, Ecuador	MIA P*	.65	.35	.15	M,T,W,Sa
"	MSY P*	.71	.42	.15	M,T,W,Sa
"	HOU P*	.74	.55	.15	Su,M,W,F
"	BRO P*	.74	.55	.15	Su,M,W,F
"	CRP P*	.74	.55	.15	Su,M,W,F
"	LAX P*	.87	.59	.15	Su,M,W,F
Manzanillo, Cuba	MIA P*	.14	.09	.15	Dly
Maracaibo, Venezuela	MIA P*	.40	.22	.15	Dly
"	LGA P*	.50	.31	.15	Dly
"	MSY P*	.45	.29	.15	Dly
"	HOU P*	.48	.32	.15	Dly
"	BRO P*	.48	.32	.15	Dly
"	CRP P*	.48	.32	.15	Dly
"	LAX P*	.62	.46	.15	Dly
"	MIA K	.40	.22	.15	Dly
Marielhamn, Finland	LGA AO*	1 33	.998	.21	M,W,F
"	BOS AO*	1 30	.968	.21	W,F
Marseille, France	LGA AO*	1 23	918	.30	Dly
"	BOS AO*	1 20	.898	.30	Su,Th
"	LGA AO	1 22	92	.15	Su,M,T,Th,F
"	IDL AF	1 16	.87	.15	Dly
"	BOS AF	1 14	.85	.15	Dly
"	IDL S*	1 26	.95	...	M,Th,Sa
"	LGA P	1 23	.89	.15	Su,W,Th
"	BOS P	1 20	.87	.15	Su,W,Th
Matadi, Belgian Congo	IDL S	2 12	1 62	...	M,Th,Sa
Mauritius	IDL AF	2 37	1 78	.15	Weekly
"	BOS AF	2 35	1 76	.15	.....
"	LGA BO	2 98	2 24	.15	Su,M,T,Th,F
Mayagdez, Puerto Rico	EWR TC	.35	.20	...	Frequently
Mayajigua, Cuba	MIA P*	.18	.09	.15	Dly
Mazatlan, Mexico	HOU P*	.28	.21	.15	Dly
"	BRO P*	.26	.17	.15	Dly
"	CRP P*	.27	.19	.15	Dly
"	LAX P*	.30	.25	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Medan, Sumatra	LGA BO	2 27	1 71	15	Su,M,T,Th,F
"	IDL K	2 27	1 70	15	Su,T,W,F
Medellin, Colombia	MIA P*	51	26	15	Dly
"	LGA P*	61	35	15	Su,Th
"	MSY P*	57	33	15	Dly
"	HOU P*	60	36	15	Dly
"	BRO P*	60	36	15	Dly
"	CRP P*	60	36	15	Dly
"	LAX P*	73	50	15	Dly
Merida, Mexico	MIA P*	25	13	15	Dly
"	MSY P*	22	11	15	Dly
"	HOU P*	32	22	15	Dly
"	BRO P*	30	18	15	Dly
"	CRP P*	31	20	15	Dly
"	LAX P*	48	33	15	Dly
"	DAL B	56	...	...	Dly
"	FTW B	56	...	...	Dly
"	LRD B	42	...	...	Dly
"	SAT B	40	...	...	Dly
Mexicali, Mexico	LAX P*	08	05	15	Dly
Mexico City, Mexico	MIA P*	44	22	15	Dly
"	MSY P*	38	21	15	Dly
"	HOU P*	16	12	15	Dly
"	BRO P*	14	09	15	Dly
"	CRP P*	15	10	15	Dly
"	LAX P*	30	.25	15	Dly
"	MSY TA	51	30	...	M,W,F
"	DAL A	30	...	...	Dly
"	LAX A	38	...	...	Dly
"	ELP A	25	...	...	Dly
"	SAT A	30	...	...	Dly
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Midway Island	LAX P	1 18	89	15	Su,T,W,Th,F
"	SFO P	1 18	89	15	Su,T,W,Th,F
"	PDX P	1 18	89	15	...
"	SEC P	1 18	89	15	...
"	OAK TR	1 06	.77	07½	...
Milan, Italy	IDL AF	1 20	90	15	...
"	BOS AF	1 18	88	15	...
"	IDL SW	1 06	85	20	...
"	LGA AO*	1 31	98	15	Dly
"	IDL S	1 31	98		M,Th,Sa
"	LGA TR	1 00	85	15	...
"	HFD TR	1 00	85	15	...
"	IDL SS	1 24	93	15	Su,M,W,F
"	LGA BO	1 20	98	15	Su,M,T,Th,F
"	IDL K	1 20	90	15	Su,T,Th,F,Sa
Minatitlan, Mexico	MIA P*	37	19	15	Dly
"	MSY P*	31	17	15	Dly
"	HOU P*	22	18	15	Dly
"	BRO P*	21	13	15	Dly
"	CRP P*	22	16	15	Dly
"	LAX P*	37	.29	15	Dly
Mogadishu, Italian Somaliland	LGA BO	2 23	1 67	15	Su,M,T,Th,F
Monte Carlo, Monaco	LGA BO	1 18	.89	15	Su,M,T,Th,F
Montego Bay, Jamaica	MIA P*	18	09	15	T,Sa
Monteria, Colombia	MIA P*	51	26	15	Dly
"	LGA P*	61	35	15	Su,Th
"	HOU P*	60	36	15	Dly
"	BRO P*	60	36	15	Dly
"	CRP P*	60	36	15	Dly
"	LAX P*	.74	50	15	Dly
Monterrey, Mexico	DAL A	.15		15	Dly
"	ELP A	.18		15	Dly
"	LAX A	.31		15	Dly
"	SAT A	.09		15	Dly
"	NLD P	...		...	Dly
Montevideo, Uruguay	LGA P*	1 50	86	15	Twice Dly
"	MIA P*	1 43	.80	15	Dly
"	MSY P*	1 50	87	15	Dly
"	HOU P*	1 53	90	15	Dly
"	BRO P*	1 53	90	15	Dly
"	CRP P*	1 53	90	15	Dly
"	LAX P*	1 67	1 04	20	Dly
"	EWR TC	1 55	93	...	Frequently
Montreal, Que., Canada	LGA C	66			Dly
"	CHI TA	3 59	1135	10	Dly
"	CLE TA	2 88	085	10	Dly
"	LGA NE*	2 39		10	Dly
"	BOS NE*	1 89		10	Dly
Moscow, USSR	LGA AO*	1 71	1 36	15	Su,M,W,F
"	IDL SS	1 53	1 16	15	Dly
Mossoro, Brazil	LGA P	1 41		15	Sa
"	MIA P	1 34		15	Sa
"	MSY P	1 46		15	Sa
"	HOU P	1 61		15	F
"	BRO P	1 53		15	F
"	CRP P	1 56		15	F
"	LAX P	1 76		15	F
"	NLD P	1 54		15	F
Mulhouse, France	LGA AO*	1 20	91	15	Dly
"	BOS AO*	1 18	88	15	M
"	IDL AF	1 15	87	15	...
"	BOS AF	1 13	85	15	...
Munich, Germany	LGA P	1 28	92	15	T,W,Sa
"	BOS P	1 25	90	15	T,W,Sa
"	LGA AO*	1 21	865	21	Dly
"	IDL SS	1 20	90	15	Su,M,W,F,
"	IDL K	1 20	90	15	T,F
"	LGA BO	1 20	98	15	...
Nairobi, Kenya	LGA AO*	2 31	1 729	30	Dly
"	LGA BO	1 90	1 43	15	M,Th,F
"	IDL AF	1 90	1 43	15	...
"	BOS AF	1 88	1 41	15	...
"	IDL S	2 23	1 67	...	M,Th,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nairobi, Cont'd.	IDL SS	1 90	1 43	15	Su,M,W,F
Nandi, Fiji	SFO BO*	1 75	1 31	15	Su,M,T,Th,F
"	SFO BC	1 75	1 31	15	M,Th,F
"	HJR BC	1 04	.78	15	M,Th,F
"	YR BC	1 86	1 39	15	M & Alt. Th,F
Naples, Italy	LGA AO*	1 43	1.067	21	Dly
"	IDL S	1 39	1 05	...	M,Th,Sa
Nassau, Bahamas	MIA P*	07	04	15	Dly
"	UL T	23	.21	...	...
"	YTO T	21	.19	...	...
"	EWR TC	14	.12	...	Frequently
Natal, Brazil	LGA P*	1 10	.62	15	Su,Th,Sa
"	MIA P*	1 03	.56	15	Su,Th,Sa
"	MSY P*	1 10	.63	15	Su,Th,Sa
"	HOU P*	1 13	.62	15	W,F,Sa
"	BRO P*	1 13	.62	15	W,F,Sa
"	CRP P*	1 13	.62	15	W,F,Sa
"	LAX P*	1 27	.80	20	W,F,Sa
"	EWR TC	1 40	1.20	...	Frequently
N'Dola, Rhodesia	IDL S	2 23	1 67	...	M,Th,Sa
"	LGA BO	1 94	1 46	15	Su,M,T,Th,F
Niamey, Fr W. Af.	IDL AF	2 26	1 70	15	Weekly
"	BOS AF	2 23	1 67	15	Weekly
Nice, France	LGA AO*	1 27	.947	21	Dly
"	IDL S	1 23	92	...	M,Th,Sa
"	IDL SS	1 27	.96	15	Su,M,W,F
"	IDL AF	1 18	89	15	Dly
"	BOS AF	1 16	.87	15	Dly
"	IDL SR	1 23	92		Su,W
"	LGA BO	1 18	89	15	Su,M,T,Th,F
"	IDL K	1 17	88	15	M,Th,Sa
"	IDL SR	1 17	88	15	Su,W
Nicosia, Cyprus	LGA AO*	1 73	1 296	30	Dly
"	BOS AO*	1 70	1 276	30	Su,Th
"	LGA BO	1 50	1 13	15	Su,M,T,Th,F
Nome, Alaska	SEC P	.55	.23	15	Su,W
"	OAK TR	.74	.44½	15	...
Norrkoping, Sweden	IDL SS	1 16	87	15	Dly
North Bay, Ont., Canada	LGA T▲	2 64	0755	10	Dly
Noumea, New Caledonia	LAX P	2 01	1 52	15	M,Th
"	SFO P	2 01	1 52	15	M,Th
"	PDX P	2 01	1 52	15	M
"	SEC P	2 01	1 52	15	M
Nueva Gerona (Isle of Pines), Cuba	MIA EA	14			Dly
Nueva Ocotepeque, Hon.	MSY TA	47	36	...	M,W,F
"	MEX TA	27	.21	...	T,Th,Sa
Oaxaca, Mexico	MIA P*	.51	.25	15	Dly
"	MSY P*	.43	.24	15	Dly
"	HOU P*	.21	.16	15	Dly
"	BRO P*	.19	12	15	Dly
"	CRP P*	.20	.14	15	Dly
"	LAX P*	.35	.28	15	Dly
Okinawa	EDF NW	2 26	1 70	15	Four Wkly
"	CHI NW	2 26	1 70	15	Four Wkly
"	CLE NW*	2 26	1 70		Four Wkly
"	YIP NW*	2 26	1 70	15	Four Wkly
"	LAX NW*	2 26	1 70	15	Four Wkly
"	MKE NW	2 26	1 70	15	Four Wkly
"	MPS NW	2 26	1 70	15	Four Wkly
"	LGA NW	2 26	1 70	15	Four Wkly
"	PIT NW	2 26	1 70	15	Four Wkly
"	PDX NW*	2 26	1 70	15	Four Wkly
"	SFO NW*	2 26	1 70	15	Four Wkly
"	SEC NW	2 26	1 70	15	Four Wkly
"	DCA NW	2 26	1 70	15	Four Wkly
"	LAX P	2 50	1 88	15	Su,W,F
"	SFO P	2 50	1 88	15	M,Th,F
"	PDX P	2 50	1 88	15	F
"	SEC P	2 50	1 88	15	F
"	OAK TR	1 92	1 40	12½	...
"	SFO PH	2 37	1 78	15	W,Sa
"	OAK PH	2 37	1 78	15	W,Sa
"	LAX PH	2 37	1 78	15	T,F
"	PDX PH	2 37	1 78	.15	T,F
"	SEC PH	2 37	1 78	.15	T,F
"	HJR PH	1 79	1 34	15	W,Sa
"	LGA PH	2 60	1 94	15	T,F
"	CLE PH	2 56	1 92	15	T,F
"	YIP PH	2 55	1 92	15	T,F
"	CHI PH	2 54	1 91	15	T,F
"	MKE PH	2 54	1 91	15	T,F
"	DCA PH	2 54	1 91	15	T,F
"	BOS A*‡	2 63	1 97	15	Dly
"	CHI A*‡	2 54	1 91	15	Dly
"	CLE A*‡	2 56	1 92	15	Dly
"	YIP A*‡	2 55	1 92	15	Dly
"	DCA A*‡	2 59	1 94	15	Dly
Oran, Algeria	LGA AO*	1 43	1 075	21	Dly
"	BOS AO*	1 40	1 055	21	Su,Th
"	IDL AF	1 29	.97	15	Six Weekly
"	BOS AF	1 27	95	15	...
Oruro, Bolivia	MIA P*	1 10	59	15	Su,M,W,F
"	MSY P*	1 16	66	15	Su,M,W,F
"	HOU P*	1 19	.69	15	M,T,Th,Sa
"	BRO P*	1 19	69	15	M,T,Th,Sa
"	CRP P*	1 19	69	15	M,T,Th,Sa
"	LAX P*	1 32	83	15	M,T,Th,Sa
Oslo, Norway	IDL SS	1 07	81	15	T,Th,Sa
"	LGA AO	1 19	90	15	Su,W
"	BOS AO	1 16	87	15	W
"	IDL S	1 19	90		M,Th,Sa
"	LGA TR	1 00	82	12½	...
"	HFD TR	1 00	82	12½	...
"	LGA BO	1 21	.91	15	Su,M,T,Th,F
"	IDL AF	1 25	94	15	Six Weekly
"	BOS AF	1 23	92	15	...
"	IDL K	1 13	83	15	W,F
"	EWR TC	1 00	80	25	...

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Ostrava, Czechoslovakia	LGA AO*	1 37	1 003	21	M,W,Sa
"	BOS AO*	1 34	973	21	M
Ottawa, Ont. Canada	LGA C	07			Dly
Palembang, N.E.I.	LGA BO	2 25	1 69	15	Su,M,T,Th,F
"	IDL K	2 25	1 69	15	Su,T,W,F
Palermo, Italy	LGA AO*	1 42	1 067	21	M,W,Sa
"	BOS AO*	1 39	1 037	21	M
Panama City, Panama	MIA P*	.39	.19	15	Dly
"	MSY P*	.45	.26	15	Dly
"	HOU P*	.48	.29	15	Dly
"	BRO P*	.48	.29	15	Dly
"	CRP P*	.48	.29	15	Dly
"	LAX P*	.61	.43	15	Dly
"	MSY TA	.64	.46	...	M,W,F
"	MEX TA	.53	.38	...	T,Th,Sa
"	MIA K	1.41	1.02	.15	T,Sa
Paramaribo, Surinam	LGA P*	.64	.39	15	M,Th
"	MIA P*	.57	.33	15	M,Th
"	MSY P*	.64	.40	15	M,Th
"	HOU P*	.67	.43	15	Su,W
"	BRO P*	.67	.43	15	Su,W
"	CRP P*	.67	.43	15	Su,W
"	LAX P*	.81	.57	15	Su,W
"	MIA K	.57	.33	.15	Su,W,Sa
Paris, France	LGA AO*	1 09	.82	15	Dly
"	IDL S	1 12	.82		M,Th,Sa
"	LGA TR	.85	.70	12½	...
"	HFD TR	.85	.70	12½	...
"	IDL SW	.91	.74	.20	...
"	LGA BO	1 09	.82	15	Su,M,T,Th,F
"	IDL SS	1 09	.82	15	Su,M,W,F
"	IDL AF	1 09	.82	15	Dly
"	BOS AF	1 07	.80	15	...
"	IDL K	1 09	.82	15	Dly
"	LGA TW	1 09	.82	15	Dly
"	BOS TW	1 07	.80	.15	Sa
"	PHL TW	1 11	.84	15	Su
"	DCA TW	1 12	.85	.15	Su
"	YIP TW	1 14	.87	15	Th
"	CHI TW	1 16	.89	.15	Th
"	LGA P*	1 09	.82	15	Dly
"	BOS P*	1 06	.80	15	Dly
"	EWR TC	.85	.65	15	...
"	LGA P	...	...	...	T,Th
"	BOS P	...	...	...	T,Th
Parnahyba, Brazil	LGA P*	.96	.45	.15	T,Th,Sa
"	MIA P*	.89	.48	.15	T,Th,Sa
"	MSY P*	.93	.55	.15	T,Th,Sa
"	HOU P*	.99	.58	.15	M,W,F
"	BRO P*	.99	.58	.15	M,W,F
"	CRP P*	.99	.58	.15	M,W,F
"	LAX P*	1 13	.72	.15	M,W,F
Pereira, Colombia	MIA P*	.54	.28	15	Dly
"	LGA P*	.64	.37	15	Dly
"	MSY P*	.66	.35	15	Dly
"	HOU P*	.63	.38	.15	Dly
"	BRO P*	.63	.38	.15	Dly
"	CRP P*	.63	.38	.15	Dly
"	LAX P*	.76	.52	15	Dy
Pisa, Italy	IDL SW	1 08	.86	.20	...
Ponce, Puerto Rico	EWR TC	.30	.20	...	Frequently
Popayan, Colombia	MIA P*	.61	.30	15	Dly
"	LGA P*	.71	.39	15	Dly
"	MSY P*	.67	.37	.15	Dly
"	HOU P*	.70	.40	.15	Dly
"	BRO P*	.70	.40	.15	Dly
"	CRP P*	.70	.40	15	Dly
"	LAX P*	.83	.54	15	Dly
Port au Prince, Haiti	MIA P*	.15	.12	15	Dly
"	LGA P*	.25	.21	.15	Dly
"	MIA K	.15	.12	.15	Sa
"	EWR TC	.45	.35	...	Frequently
Port Bell, Uganda	MIA K	.25	.19	10	...
Port Elizabeth, C. of S. Afr.	LGA AO*	2.93	2 192	30	Dly
Port of Spain, Trinidad	LGA P*	.45	.30	15	Dly
"	MIA P*	.38	.24	15	Dly
"	MSY P*	.45	.31	15	Dly
"	HOU P*	.48	.34	15	Dly
"	BRO P*	.48	.34	15	Dly
"	CRP P*	.48	.34	.15	Dly
"	LAX P*	.62	.48	.15	Dly
"	MIA SI	.55	.39	.10	Frequently
"	LGA SI	.64	.48	10	Frequently
"	MIA K	.40	.24	15	T,F
"	UL T	.62C	.53C	...	F
"	YTO T	.62C	.53C	...	F
"	EWR TC	.45	.35	...	Frequently
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Port Sudan, Ang.-Eg. Sudan	LGA BO	1 68	1 26	15	Su,M,T,Th,F
Porto Alegre, Brazil	LGA P*	1 42	.81	15	Dly
"	MIA P*	1 35	.75	15	Dly
"	MSY P*	1 42	.82	15	Dly
"	HOU P*	1 45	.85	15	Dly
"	BRO P*	1 45	.85	15	Dly
"	CRP P*	1 45	.85	15	Dly
"	LAX P*	1 59	.99	15	Dly
"	EWR TC	1 45	.89	...	Frequently
Prague, Czechoslovakia	LGA P	1 30	93	15	Dly
"	BOS P	1 27	.91	15	Dly
"	LGA AO*	1 30	.95	15	Dly
"	IDL S	1 30	.95		M,Th,S
"	LGA TR	1 00	93	12½	...

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Prague, Cont'd.	HFD TR	1 00	85	12½	
"	IDL SW	1 03	83	.20	
"	LGA BO	1 20	90	.15	Su,M,T,Th,F
"	IDL SR	1 20	90	.15	Dly
"	IDL AF	1 20	90	.15	Dly except W
"	BOS AF	1 18	88	.15	Dly except W
"	IDL K	1 20	90	.15	Su,T,W,Th,F
"	EWR TC	1 00	85	.25	
"	IDL SR	1 03	95	....	Su,W
Preston, Cuba	MIA P*	.20	.10	.15	Dly
"	LGA BO	.96	.72	.15	
Prestwick, Scotland	LGA AO	.96	.72	.15	M,W,Sa
"	BOS AO	.93	.70	.15	M
"	IDL SS	.96	.72	.20	Dly
"	UL T	.90	.67	.15	Dly
"	IDL SW	.81	.65	.20	
"	IDL K	.96	.72	.15	T,Th,F,Sa
"	LGA BO	.96	.72	.15	Su,T,F
Puebla, Puebla	DAL B	.41	....	.17	Dly
"	FTW B	.41	....	.17	Dly
"	LRD B	.27	....	.17	Dly
"	SAT B	.34	....	.17	Dly
Puerto Cabezas, Nic.	MSY TA	.60	.47	....	M,W,F
"	MEX TA	.48	.38	....	T,Th,Sa
Puerto Cortes, Hond.	MSY TA	.45	.34	....	M,W,F
"	MEX TA	.25	.19	....	T,Th,Sa
Puerto Suarez, Bolivia	MIA P*	1 16	.63	.15	M,W,Sa
"	MSY P*	1 22	.70	.15	M,W,Sa
"	BRO P*	1 25	.73	.15	Su,T,F
"	LAX P*	1 39	.87	.15	Su,T,F
"	HOU P*	1 25	.73	.15	Su,T,F
"	CRP P*	1 25	.73	.15	Su,T,F
Quito, Ecuador	MIA P*	.64	.34	.15	Dly except Sa
"	MSY P*	.70	.41	.15	Dly except F
"	HOU P*	.73	.44	.15	Dly except Th
"	BRO P*	.73	.44	.15	Dly except Th
"	CRP P*	.73	.44	.15	Dly except Th
"	LAX P*	.86	.58	.15	Dly except Th
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Rangoon, India	LGA BO	2 09	1 87	.15	Su,M,T,Th,F
Recife (Pernambuco) Brazil	LGA P	1 14	.64	.15	Dly except F
"	MIA P	1 07	.58	.15	Dly except F
"	MSY P	1 14	.65	.15	Dly except F
"	HOU P	1 17	.68	.15	Dly except Th
"	BRO P	1 17	.68	.15	Dly except Th
"	CRP P	1 17	.68	.15	Dly except Th
"	LAX P	1 31	.82	.15	Dly except Th
Regina, Sask., Canada	LGA T*	7 00	.25	.10	Dly
Reunion Island	IDL AF	2.36	1 77	.15	Weekly
"	BOS AF	2 34	1 75	.15	Weekly
Reykjavik, Iceland	LGA AO	.77	.58	.15	M,W
"	BOS AO	.74	.55	.15	W
"	EWR TC	.65	.50	....	Frequently
Rio de Janeiro, Brazil	LGA P*	1 24	.70	.15	Dly
"	MIA P*	1 17	.64	.15	Dly
"	MSY P*	1 24	.71	.15	Dly
"	HOU P*	1 27	.74	.15	Dly
"	BRO P*	1 27	.74	.15	Dly
"	CRP P*	1 27	.74	.15	Dly
"	LAX P*	1 41	.88	.15	Dly
"	EWR TC	1.25	.84	....	Frequently
"	DAL B	1 31	.95	.20	Su,T
"	HOU B	1 36	.90	.20	Su,T
"	ELP A*	1 33	.80	.20	Dly
"	LAX A*	1 41	.88	.20	Dly
"	SFO A*	1 42	.89	.20	Dly
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Roberts Field, Liberia	IDL AF	1 75	1.32	.15	Thrice Wkly
"	BOS AF	1 73	1 30	.15	Thrice Wkly
"	LGA P	....	....	....	M,Th
"	BOS P	....	....	....	Su,Th
Robore, Bolivia	MIA P*	1 16	.63	.15	M
"	MSY P*	1 22	.70	.15	M
"	HOU P*	1 25	.73	.15	Su
"	BRO P*	1 25	.73	.15	Su
"	CRP P*	1 25	.73	.15	Su
"	LAX P*	1 39	.87	.15	Su
"	BOS AF	2 01	1 51	.15	Su,T,Sa
Roenne, Denmark	IDL SE	1 17	.88	.15	Su,M,W,F
Rome, Italy	LGA AO*	1 02	1 02	.15	Dly
"	IDL S	1 36	1 02	....	M,Th,Sa
"	LGA TR	1 05	.90	.15	
"	HFD TR	1 05	.90	.15	
"	IDL SW	1 12	.90	.20	
"	LGA BO	1 24	.94	.15	Su,M,T,Th,F
"	IDL SS	1 24	.93	.15	Su,M,W,F
"	IDL AF	1 24	1 02	.15	Dly
"	BOS AF	1 22	.91	.15	Dly
"	IDL K	1 24	.93	.15	Su,T,W
"	LGA TW	1 36	1 02	.15	Dly
"	BOS TW	1 22	.92	.15	M,F,Sa
"	PHL TW	1 29	.99	.15	Su
"	YIP TW	1 31	1 01	.15	Tu,Sa
"	CHI TW	1 27	.97	.15	Tu,Sa
"	IDL SR	1 24	.93	.15	Su,W
"	DCA TW	1 35	.98	.20	Sa
"	LGA P	1 33	.95	.15	T,Sa
"	BOS P	1 30	.93	.15	T,Sa
"	EWR TC	1 00	.70	.25	
"	HJR PH	3.17	2 38	.15	W,Sa
Saigon, Indo China	LGA AO*	2 92	2 191	30	M,W,Sa
"	BOS AO*	2 22	1 67	.15	M
"	IDL AF	2 35	1 77	.15	Twice Wkly
"	BOS AF	2 33	1.75	.15	Twice Wkly
St. Croix, Virg. Is.	LGA P*	.27	.21	.15	Th,Sa
St. Croix, Cont'd.	MIA P*	.20	.15	.15	Th,Sa
St. John, N.B.	BOS T*	2 14	.056	....	Dly
St. Johns, Antigua, B.W.I.	LGA P*	.34	.24	.15	Th,Sa
"	MIA P*	.25	.18	.15	Th,Sa
St. Johns, N. F.	LGA AO*	.42	.32	.15	Dly
"	BOS AO*	.39	.30	.15	T,W,F,Sa
"	BOS T	4 89	1655	....	Su,M,T,Th,F
St. Lucia, B.W.I.	LGA P*	.40	.27	.15	Th,Sa
"	MIA P*	.33	.21	.15	Th,Sa
St. Thomas, Virgin Is. (U.S.)	LGA P*	.26	.21	.15	Th,Sa
"	MIA P	.19	.15	.15	Th,Sa
"	EWR TC	.35	.30	....	Frequently
Salisbury, So. Rhod.	LGA BO	2 02	1 52	.15	Su,M,T,Th,F
"	LGA AO*	2 52	1.872	.30	Dly
Salta, Argentina	MIA P*	1 24	.68	.15	F
"	MSY P*	1 30	.75	.15	F
"	HOU P*	1 33	.78	.15	Th
"	BRO P*	1 33	.78	.15	Th
"	CRP P*	1 33	.78	.15	Th
"	LAX P*	1 46	.92	.15	Th
San Ignacio de Velasco, Bolivia	MIA P*	1 16	.63	.15	M,F
"	MSY P*	1 22	.70	.15	M,F
"	HOU P*	1 25	.73	.15	Su,Th
"	BRO P*	1 25	.73	.15	Su,Th
"	CRP P*	1 25	.73	.15	Su,Th
"	LAX P*	1 39	.87	.15	Su,Th
San Jose Costa Rica	MIA P*	.48	.24	.15	Dly
"	MSY P*	.45	.26	.15	Dly
"	HOU P*	.47	.29	.15	Dly
"	BRO P*	.45	.26	.15	Dly
"	CRP P*	.46	.28	.15	Dly
"	LAX P*	.61	.42	.15	Dly
"	MSY TA	.45	.26	....	M,T,W,Th,F
"	MEX TA	.31	.20	....	T,Th,Sa
"	MIA K	....	....	....	M,Sa
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
San Juan Puerto Rico	LGA P*	.22	.18	.15	Five Dly
"	MIA P*	.15	.12	.15	Twice Dly
"	LGA TC	.30	.20	....	
"	EWR TC	.30	.20	....	
San Pedro, Sula, Honduras	MSY TA	.42	.24	....	M,W,F
"	MEX TA	.25	.18	....	T,Th,Sa
San Salvador, El Salvador	MIA P*	.42	.21	.15	Dly
"	MSY P*	.38	.19	.15	Dly
"	HOU P*	.36	.24	.15	Dly
"	BRO P*	.34	.20	.15	Dly
"	CRP P*	.35	.22	.15	Dly
"	LAX P*	.50	.35	.15	Dly
"	MSY TA	.38	.19	....	M,T,W,Th,F
"	MEX TA	.20	.13	....	T,Th,Sa
"	HOU SK*	—See Note SK			
"	MSY SK	.21	.16	....	
Santa Clara, Cuba	MIA P*	.13	.09	.15	Dly
Santa Cruz, Bolivia	MIA P*	1 16	.63	.15	M,W,F,Sa
"	MSY P*	1 21	.69	.15	M,W,F,Sa
"	HOU P*	1 24	.72	.15	Su,T,Th,F
"	BRO P*	1 24	.72	.15	Su,T,Th,F
"	CRP P*	1 24	.72	.15	Su,T,Th,F
"	LAX P*	1 37	.86	.15	Su,T,Th,F
Santa Maria, Azores	LGA P	.78	.59	.15	Dly except F
"	BOS P	.75	.57	.15	Su,T,W,Th,Sa
Santa Marta, Colombia	MIA P*	.46	.23	.15	Dly
"	LGA P*	.56	.32	.15	Su,Th
"	MSY P*	.52	.30	.15	Dly
"	HOU P*	.55	.33	.15	Dly
"	BRO P*	.55	.33	.15	Dly
"	CRP P*	.55	.33	.15	Dly
"	LAX P*	.69	.47	.15	Dly
Santiago, Chile	MIA P*	1 30	.72	.15	Dly
"	MSY P*	1 37	.79	.15	Dly
"	HOU P*	1 40	.82	.15	Dly
"	BRO P*	1 40	.82	.15	Dly
"	CRP P*	1 40	.82	.15	Dly
"	LAX P*	1 53	.96	.15	Dly
"	EWR TC	1 40	1 00	....	Frequently
Santiago, Cuba	MIA P	.18	.09	.15	Four Dly
Sao Luis, Brazil	LGA P*	.92	.52	.15	Su,T,Th,Sa
"	MIA P*	.83	.46	.15	Su,T,Th,Sa
"	MSY P*	.92	.53	.15	Su,T,Th,Sa
"	HOU P*	.95	.56	.15	M,W,F,Sa
"	BRO P*	.95	.56	.15	M,W,F,Sa
"	CRP P*	.95	.56	.15	M,W,F,Sa
"	LAX P*	1 09	.70	.15	M,W,F,Sa
Sao Paulo, Brazil	LGA P*	1 24	.70	.15	Dly
"	MIA P*	.85	.46	.15	Dly
"	MSY P*	.92	.53	.15	Dly
"	HOU P*	1 27	.74	.15	Dly
"	BRO P*	1 27	.74	.15	Dly
"	CRP P*	1 27	.74	.15	Dly
"	LAX P*	1 41	.88	.15	Dly
"	EWR TC	1 40	.85	....	Frequently
Sao Salvador, Brazil	LGA P*	1 25	.71	.15	Dly except F
"	MIA P*	1 18	.65	.15	Dly except F
"	MSY P*	1 28	.72	.15	Dly except F
"	HOU P*	1 28	.75	.15	Dly except Th
"	BRO P*	1 28	.75	.15	Dly except Th
Sao Salvador, Cont'd	CRP P*	1 28	.75	.15	Dly except Th
"	LAX P*	1 42	.89	.15	Dly except Th
Seoul, Korea	EDF NW	2 26	1 70	.15	Four Wkly
"	CHI NW	2 26	1 70	.15	Four Wkly
"	CLE NW	2 26	1 70	.15	Four Wkly
"	YIP NW	2 26	1 70	.15	Four Wkly
"	LAX NW*	2 26	1 70	.15	Four Wkly
"	MKE NW	2 26	1 70	.15	Four Wkly
"	MPS NW	2 26	1 70	.15	Four Wkly
"	LGA NW	2 26	1 70	.15	Four Wkly
"	PIT NW	2 26	1 70	.15	Four Wkly
"	PDX NW*	2 26	1 70	.15	Four Wkly
"	SFO NW*	2 26	1 70	.15	Four Wkly
"	SEC NW	2 26	1 70	.15	Four Wkly
"	DCA NW*	2 26	1 70	.15	Four Wkly
"	LAX P	2 40	1 80	.15	
"	SFO P	2 40	1 80	.15	
"	PDX P	2 40	1 80	.15	
"	SEC P	2 40	1 80	.15	
Shannon, Eire	LGA P	.92	.69	.15	Dly
"	BOS P	.89	.67	.15	Dly
"	LGA AO	.92	.69	.15	Dly
"	BOS AO	.89	.67	.15	Su,T,Th,F,Sa
"	DCA AO	.94	.72	.15	F
"	PHL AO	.93	.71	....	F
"	LGA TR	.68	.58	.10	
"	HFD TR	.68	.58	.10	
"	IDL SW	.77	.61	.20	
"	UL T	.95C	.72C	15C	M,W
"	LGA BO	.92	.69	.15	M,Th
"	IDL K	.92	.69	.15	Su,W
"	LGA TW	.92	.69	.15	Dly
"	BOS TW	.90	.67	.15	Sa
"	PHL TW	.94	.71	.15	Su
"	YIP TW	.97	.74	.15	Th
"	DCA TW	.95	.72	.15	Su
"	CHI TW	.99	.76	.15	Th
"	EWR TC	.75	.60	.25	
"	IDL SR	.92	.70	.15	Su,W
"	IDL K	.92	.69	....	Su,W,F
Singapore, Mal. St.	LGA TR	2 45	1 87	.23	Frequently
"	HFD TR	2 45	1 87	.23	Frequently
"	OAK TR	2 29	1 84	.20	
"	LGA BO	2 22	1 67	.15	Su,M,T,Th,F
"	IDL AF	2 22	1 67	.15	
"	BOS AF	2 20	1 65	.15	
"	IDL K	2 22	1 67	.15	Su,T
"	EWR TC	2 40	2 00	....	Frequently
Siuna, Nicaragua	MSY TA	.55	.42	....	M,W,F
"	MEX TA	.43	.33	....	T,Th,Sa
Sofia, Bulgaria	LGA AO*	1 62	1 214	.21	M,W,Sa
"	IDL SS	1 41	1 06	.15	Su,M,W,F
Sourabaya, Java, N.E.I.	LGA AO*	2 98	2 232	.30	Dly
"	BOS AO*	2 95	2 212	.30	Su,Th
"	IDL K	2.37	1 78	.15	Su,T,W,F
"	IDL AF	1 60	1 20	.15	
"	BOS AF	1 57	1 17	.15	
Stanleyville, Bel. Congo	LGA AO*	2.28	1.707	.30	Dly
"	IDL S	2.23	1.67	....	M,Th,Sa
Stavanger, Norway	LGA AO*	1.27	.961	.21	Su,W
"	BOS AO*	1 24	.931	.21	W
"	IDL SS	1 07	.81	.15	T,Th,
Stockholm, Sweden	IDL SS	1 13	.85	.15	Dly
"	LGA AO	1 28	.96	.15	Su,M,W,a
"	BOS AO	1 25	.93	.15	W,F
"	IDL S	1 05	.90	12½	
"	HFD TR	1 05	.90	12½	
"	LGA BO	1 24	.93	.15	Su,M,T,Th,F
"	IDL AF	1 24	.93	.15	Dly
"	BOS AF	1.22	.91	.15	
"	IDL K	1 13	.85	.15	Dly except M
"	EWR TC	1.15	.80	.25	
"	IDL S	1 28	.96	....	M,Th,Sa
Stornoway, Scotland	LGA AO*	1.06	.81	.15	M,W,Sa
"	BOS AO*	1.03	.79	.15	M
Stuttgart, Germany	LGA P	1 25	.94	.15	T,W,Sa
"	BOS P	1.22	.92	.15	T,W,F,Sa
"	IDL SS	1.22	.92	.20	Su,M,W,F,Sa
"	LGA AO*	1 26	.928	.21	Dly
Sundsvall, Sweden	IDL SS	1 19	.89	.15	Dly
Suva, Fiji Islands	LAX P	1.75	1.32	.15	M,Th,Sa
"	SFO P	1.75	1.32	.15	M,Th,Sa
"	SFO BC	1.75	1 31	.15	M,Th,F
"	HJR BC	1 04	.78	.15	M,Th,F
"	VR BC	1 86	1 39	.15	M,Th,F
Sydney, Australia	LAX P	2 36	1 77	.15	M,Th
"	SFO P	2 36	1 77	.15	M,Th
"	PDX P	2 36	1 77	.15	M
"	SEC P	2 36	1 77	.15	M
"	LGA BO	2 92	2 19	.15	Su,M,T,Th,F
"	SFO BO*	2 36	1 77	.15	
"	SFO BC	2 36	1 77	.15	M,Th
"	HJR BC	1 68	1 26	.15	M,Th
"	VR BC	2 17	1 85	.15	M,Th
"	OAK TR	2 12	1 87	.20	
Sydney, N. S.	BOS T*	2.99	.0895	....	Dly
Talara, Peru	MIA P*	.72	.38	.15	Dly
"	MSY P*	.78	.45	.15	Dly
"	HOU P*	.81	.48	.15	Dly
"	BRO P*	.81	.48	.15	Dly
"	CRP P*	.81	.48	.15	Dly
"	LAX P*	.94	.62	.15	Dly
Tamatave, Madagascar	IDL AF	2.76	2.07	.15	Weekly
"	BOS AF	2.73	2.04	.15	
Tampico, Mexico	HOU P*	.15	.10	.15	Dly
"	BRO P*	.10	.06	.15	Dly
"	CRP P*	.13	.07	.15	Dly
"	LAX P*	.36	.28	.15	Dly
Tananarive, Madagascar	IDL AF	2.30	1.73	.15	Weekly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tananarive, Cont'd.	BOS AF	2 28	1 71	.15	
Tangier, Morocco	LGA AO*	1 51	1 128	27	Dly
"	BOS AO*	1 48	1 18	15	Su,Th
"	IDL AF	1 30	98	.15	
"	BOS AF	1 28	96	15	
"	IDL S*	1 63	1 22	....	M,Th,Sa
Tapachula, Mexico	MIA P*	.42	.21	15	M,W,F
"	MSY P*	.39	.19	15	M,W,F
"	HOU P*	.29	.21	15	T,Th,Sa
"	BRO P*	.27	.17	15	T,Th,Sa
"	CRP P*	.28	.19	15	T,Th,Sa
"	LAX P*	.43	.32	15	M,W,F
Tegucigalpa, Honduras	MIA P*	.47	.23	15	Dly
"	MSY P*	.40	.22	.15	Dly
"	HOU P*	.39	.26	15	Dly
"	BRO P*	.37	.22	.15	Dly
"	CRP P*	.38	.24	.15	Dly
"	LAX P*	.53	.39	.10	Dly
"	MSY TA	.40	.22	....	M,T,W,Th,F
"	MEX TA	.23	.16	....	T,Th,Sa
"	HOU SK*	—See Note SK			
"	MSY SK*	—See Note SK			
Teheran, Iran	LGA AO*	2 10	1.575	.20	Dly
"	LGA BO	1 76	1.32	.15	Su,M,T,Th,F
"	IDL AF	1 76	1 32	15	Weekly
"	BOS AF	1 74	1.30	15	
"	IDL K	1 76	1 32	15	Su
"	IDL SS	1 76	1 32	15	Su,M,W,F
"	EWR TC	1 70	1 39	....	Frequently
Tela, Honduras	MSY TA	.46	.35	....	M,W,F
"	MEX TA	.32	.20	....	T,Th,Sa
Tokyo, Japan	LGA P	3 24	2 79	.15	Su
"	LGA BO	2 56	1.17	.15	Su,M,T,Th,F
"	BOS P	3 21	2 77	.15	Su
"	LAX P	2 35	1 76	15	Su,W,F
"	SFO P	2 35	1 76	15	M,Th,F
"	PDX P	2 35	1 76	15	F
"	SEC P	2 35	1 76	15	F
"	EDF NW	2 26	1 70	.15	Four Wkly
"	CHI NW*	2 26	1 70	.15	Four Wkly
"	CLE NW*	2 26	1 70	.15	Four Wkly
"	YIP NW*	2 26	1 70	.15	Four Wkly
"	LAX NW	2 26	1 70	.15	Four Wkly
"	MKE NW*	2 26	1 70	.15	Four Wkly
"	MPS NW	2 26	1 70	.15	Four Wkly
"	LGA NW	2 26	1 70	.15	Four Wkly
"	PIT NW	2 26	1 70	.15	Four Wkly
"	PDX NW	2 26	1 70	.15	Four Wkly
"	SFO NW*	2 26	1 70	.15	Four Wkly
"	DCA NW	2 26	1 70	.15	Four Wkly
"	BOS A*‡	2 60	1 95	.15	Dly
"	CHI A*‡	2 51	1 88	.15	Dly
"	CLE A*‡	2 54	1 91	.15	Dly
"	YIP A*‡	2 53	1 90	.15	Dly
"	LGA A*‡	2 58	1 94	.15	Dly
"	DCA A*‡	2 56	1 92	.15	Dly
"	OAK TR	1 80	1 31	12½	
Toronto, Ont., Canada	LGA A	.12	.07	.04	Dly
"	LGA T*	1 76	.041	.10	Dly
Trieste, Italy	IDL AF	1 14	.86	.15	
"	BOS AF	1 12	.84	.15	
"	LGA AO*	1 47	1.103	.27	
Trinidad, Cuba	MIA P*	.15	.09	.15	Dly
Tripoli, Libra	LGA AO*	1.52	1.136	.21	Dly
"	BOS AO*	1 49	1.116	.21	Su,Th
"	LGA BO	1.35	1.02	.15	Su,M,T,Th,F
"	BOS TW	1 33	1.00	.15	
"	CHI TW	1 42	1 09	.15	
"	YIP TW	1 40	1 07	.15	
"	LGA TW	1 35	1 02	.15	
"	PHL TW	1 37	1 04	.15	
"	DCA TW	1 38	1 05	.15	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Trujillo, Honduras	MSY TA	.48	.37	....	M,W,F
"	MEX TA	.28	.22	....	T,Th,Sa
Tsinan, China	CHI NW*	2 79	2 13	.15	Four Wkly
"	CLE NW*	2 82	2 15	.15	Four Wkly
"	YIP NW*	2 81	2 14	.15	Four Wkly
"	LAX NW*	2 63	2 01	.15	Four Wkly
"	MKE NW*	2 79	2 13	.15	Four Wkly
"	MPS NW*	2 77	2 11	.15	Four Wkly
"	LGA NW*	2 86	2 18	.15	Four Wkly
"	PIT NW*	2 83	2.16	.15	Four Wkly
"	PDX NW*	2 63	2 01	.15	Four Wkly
"	SFO NW*	2 63	2 01	.15	Four Wkly
"	SEC NW*	2 63	2 01	.15	Four Wkly
"	DCA NW*	2 84	2 16	.15	Four Wkly
Tucuman, Argentina	MIA P*	1 28	.71	.15	F
"	MSY P*	1 34	.78	.15	F
"	HOU P*	1 37	.81	.15	Th
"	BRO P*	1 37	.81	.15	Th
"	CRP P*	1 37	.81	.15	Th
"	LAX P*	1 80	.95	.15	Th
Tumaco, Colombia	MIA P*	.65	.32	.15	Th
"	LGA P*	.75	.41	.15	Th
"	MSY P*	.71	.39	.15	Th
"	HOU P*	.74	.43	.15	W
"	BRO P*	.74	.42	.15	W
"	CRP P*	.74	.42	.15	W
"	LAX P*	.87	.56	.15	W
Tunis, Tunisia	LGA AO*	1.57	1.183	.21	M,W,Sa
"	BOS AO*	1.54	1.150	.21	M
"	IDL AF	1 24	.93	.20	Four Wkly
"	BOS AF	1 22	.91	.20	Four Wkly
"	IDL K	1 24	.93	.15	T,F
"	LGA TW	1 24	.93	.12	Sa
Tuxpan, Mexico	HOU P*	.17	.12	.15	Dly
"	BRO P*	.12	.06	.15	Dly
"	CRP P*	.15	.09	.15	Dly
"	LAX P*	.34	.27	.15	Dly
Tuxtla, Gutierres, Mexico	MIA P*	.47	.23	.15	Dly
"	MSY P*	.44	.22	.15	Dly
"	HOU P*	.28	.20	.15	Dly
"	BRO P*	.34	.16	.15	Dly
"	CRP P*	.25	.18	.15	Dly
"	LAX P*	.40	.31	.15	Dly
Usumbura, Belgian Congo	IDL S	2.23	1.67	....	M,Th,Sa
Uyuni, Bolivia	MIA P*	1 16	.63	.15	F
"	MSY P*	1 22	.70	.15	F
"	HOU P*	1 25	.72	.15	Th
"	BRO P*	1 25	.73	.15	Th
"	CRP P*	1 25	.73	.15	Th
"	LAX P*	1 38	.87	.15	Th
Vancouver, B. C., Canada	SEC U	.04	.021	.10	Dly
"	LGA U	.96	.255	.10	Dly
"	LGA T*	10.13	.375	....	Dly
"	SFO BC*	.11	.08	.15	
"	SFO BC	.11	.08	....	Sa & Alt. T.,
"	HJR BC	.82	.61	....	Sa & Alt. T,W
Varadero, Cuba	MIA P*	.12	.08	.15	Dly
Venice, Italy	IDL AF	1.14	.86	.15	
"	BOS AF	1.12	.84	.15	
Veracruz, Mexico	MIA P*	.39	.19	.15	Dly
"	MSY P*	.34	.18	.15	Dly
"	HOU P*	.21	.16	.15	Dly
"	BRO P*	.19	.12	.15	Dly
"	CRP P*	.20	.13	.15	Dly
"	LAX P*	.35	.28	.15	Dly
"	DAL B	.42	....	....	Dly
"	FTW B	.42	....	....	Dly
"	LRD B	.28	....	....	Dly
"	SAT B	.35	....	....	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Victoria, Brazil	LGA P*	1 30	.74	.20	M,W,Sa
"	MIA P*	1.23	.65	.20	M,W,Sa
"	MSY P*	1.30	.75	.20	M,W,Sa
"	HOU P*	1 33	78	.20	M,W,Sa
"	BRO P*	1 33	78	.20	Su,T,F
"	CRP P*	1 33	.78	.20	Su,T,F
"	LAX P*	1 47	.92	.20	Su,T,W
Victoria, B. C.	LGA T*	10 13	.375	....	Dly
Victoria de las Tunas, Cuba	MIA P*	.14	.09	.10	Dly
Victoria Falls, So. Rhodesia	LGA BO	2.02	1.52	.15	Su,M,T,Th,F
Vienna, Austria	LGA P	1 36	.96	.20	Dly
"	BOS P	1.33	.94	.20	Dly
"	LGA AO*	1.34	1.01	.15	Dly
"	LGA SI	1.35	.80	.25	Frequently
"	LGA TR	1.05	.90	12½	
"	HFD TR	1.05	.90	12½	
"	LGA BO	1.34	.93	.15	Su,M,T,Th,F
"	IDL AF	1.24	.93	.15	
"	BOS AF	1.22	.91	.15	
"	EWR TC	1.20	.80	.25	
"	IDL SS	1.24	.93	.15	Su,M,W,F
"	IDL K	1.24	.93	.15	T
"	IDL SR	1 24	.93	.15	Su,W
Villahermosa, Mexico	MIA P*	.34	.17	.10	Dly
"	MSY P*	.29	.16	.10	Dly
"	HOU P*	.26	.19	.10	Dly
"	BRO P*	.24	.15	.10	Dly
"	CRP P*	.25	.17	.10	Dly
"	LAX P*	.40	.30	.10	Dly
Visby, Sweden	IDL SS	1.17	....	.15	Dly
"	LGA AO*	....	1.004	.21	Su,M,W,F
"	BOS AO*	....	.974	.21	W,F
Wadi Haifa, Ang. Eg. Sudan	LGA BO	1 65	1.21	.15	Su,M,T,Th,F
Wake Island	LAX P	1 54	1.16	.20	Dly
"	SFO P	1.54	1.16	.20	Dly
"	PDX P	1.54	1.16	.15	F
"	SEC P	1 54	1 16	15	F
"	OAK TR	1 39	1 01	.15	
Warsaw, Poland	LGA AO*	1 45	1.089	.21	M,F
"	IDL SS	1.26	.95	.15	Su,M,W,F
"	IDL AF	1 26	.95	.15	
"	BOS AF	1 24	.93	.15	
"	IDL S*	1 42	1.02	....	M,Th,S
"	IDL SR	1.26	.95	.15	Su,W
Whitehorse, Canada	SEC P	.35	.14	.10	T,Sa
Windsor, Ont., Canada	LGA A	.20	....	....	Dly
"	CHI A	.12	....	....	Dly
"	LGA T*	2 14	.056	....	Dly
"	CHI T	.12	....	....	Dly
Winnepeg, Man., Canada	LGA T*	5.75	.20	....	Dly
"	GFK W	.04	....	....	Dly
Zagreb, Yugoslavia	LGA AO*	1 45	1 063	.21	Dly
Zurich, Switzerland	LGA AO*	1.22	.92	.15	Dly
"	IDL SR	1.16	.87	.15	Su,W
"	IDL SS	1.16	.87	.15	Su,M,W,F
"	IDL S	1.22	.92	....	M,Th,Sa
"	LGA TR	1.20	.80	12½	
"	HFD TR	.95	.80	12½	
"	IDL SW	1.00	.80	.20	
"	IDL AF	1.16	.87	.15	Six Weekly
"	BOS AF	1.14	.85	.15	
"	IDL K	1.16	.87	.15	Dly except M
"	LGA BO	1.16	.87	.15	Su,M,T,Th,F
"	EWR TC	1.22	.70	....	Frequently
"	LGA TW	1 16	.87	.20	Su,T,W,Th

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION. This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.

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AIR TRANSPORTATION

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PAN AM's all-cargo flights to Europe have been increased from two to three weekly. These leave New York every Sunday, Wednesday, and Friday, serving Shannon, London, Brussels, Frankfurt, Vienna (Sunday flights only), and Prague (Friday flights only). According to Willis G. Lipscomb, the increase in transatlantic cargo traffic has been partly due to the recent devaluation of the English pound.

An even 20 hours have been lopped off the airline's flight time between New York and Hong Kong. Reason: one-plane service which began last month. The change of plane and layover at Calcutta has been eliminated, giving through *Constellation* service.

Not only has *Stratocruiser* service to Bermuda been inaugurated by Pan Am on a daily basis, but the line has started to operate its double-deckers between the Pacific Northwest and Honolulu and the Orient. The latter service adheres to once-a-week schedules.

The last of Pan Am's DC-3 Clippers in the Caribbean area has been retired for the newer twin-engined Convairs. Of the 44 DC-3s formerly in service on PAA's Latin American routes, only nine are left. These are operating in Central America and in Colombia, where certain of the airports are smaller and are made to order for the DC-3.

Freight tidbits: Three planeloads of Goodrich tires, representing a total of 45,000 pounds, were recently hauled from Akron, Ohio, to Havana . . . Turned down by a steamship line because, as Pan Am says, "it was pronounced too heavy to be shipped by boat," a 4,900-pound stone crusher was flown from Miami to the Cuban capital. Well! . . . American service men and civilians in Panama are deeply interested in those Sears Roebuck catalogues. Eight thousand copies of these 300-pagers were flown down to them a few weeks ago. Object: Christmas sales.

* * * * *

Several weeks ago, Northwest Airlines inaugurated its overnight service between New York and Honolulu. Westbound flight is 21 hours, elapsed time; east bound, 20 hours.

NWA's common cargo rates to the Orient have been extended to benefit several hundred additional cities, and to help things along agreements with 16 other air carriers have been worked out. The 16 participating airlines are: American, Braniff, Chicago and Southern, Colonial, Delta, Eastern, Inland, Mid-Continent, Monarch, National, Northeast, Piedmont, Southwest, TWA, United and Western.

As explained by R. O. Bullwinkel, vice president-traffic, the common rate on Orient-bound shipments of $2.26 per pound (under 100 pounds) and $1.70 per pound (over 100 pounds) would apply to more than 600 cities in this country. Shipments flown from the Orient would attract these rates: $2.09 per pound (under 100 pounds) and $1.57 per pound (over 100 pounds). Cargoes would be transported by airlines making local stops to points where they can be transferred to NWA planes bound for the Far East. Said Bullwinkel:

"The set-up is not only designed for the development of cargo business between this nation and the Far East," but, if approved by the Civil Aeronautics Board, will become effective in time to cut the rates and speed deliveries on Christmas gifts between American service men in Japan, Korea and other eastern places, and their relatives and friends in the States. The common cargo rate plan has been evolved from detailed studies made by Northwest into world-wide cargo movements and needs. These studies have covered a period of months and have gone into many phases of the traffic. Results of these studies have convinced the airline that there is a large potential of cargo business between the Orient and all parts of the United States—a potential which will grow as conditions in the Orient continue to improve. In the Far East, it has been shown, are vast markets, as well as sources of raw materials and finished products."

* * * * *

For Air Transportation Magazine it was Old Home Week when the Port of New York Authority, in a report to the Civil Aeronautics Board, asked for a fully integrated helicopter service for the New York City area. Just four years before, John F. Budd, publisher, had come out with plans for the same type of service for New York, designating the area immediately behind the General Post Office as the logical

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spot for a terminal. *(See October, 1945, AT.)*

According to the Port Authority, heliports in New York would ease the bad traffic problem there. Members of the Port Authority staff have been surveying New York for some time and have indicated certain Manhattan rooftops as possible landing spots for helicopters. LaGuardia Airport can be reached by helicopter from midtown Manhattan in approximately six minutes; Newark Airport, in nine minutes.

Los Angeles Airways, which for two years has been performing helicopter mail service in the Los Angeles area, has chalked up an amazingly successful record. Not only has regularity been near perfection, but LAA owns a spotless safety mark.

Budd's terminal—called Westair Helicopter Terminal, because of its location on West Side Manhattan—argued the point four years ago in this manner:

"New York needs a new and larger airlines terminal. Everyone knows that the present one is far from adequate. But why spend many millions for a new terminal which would continue to tie to the ground all traffic between the city and the airport? No matter how sumptuous or gigantic an affair it would be, an airlines terminal does not serve its primary purpose when it forces dependence upon surface traffic for the transportation of air passengers and freight to and from the airports surrounding the city. It must be borne in mind that as planes grow bigger and heavier, airports will be built farther from the city limits.

"The location of Westair is actually in the heart of New York City. It is in close proximity to hotel accommodations, great department stores, the entertainment centre, and various other forms of transportation for intra-city travel. It would be possible to make underground connections for pedestrians with the Pennsylvania Terminal and subways. In the event of non-flying weather, the Long Island Railroad is at hand for transportation to Idlewild, and the Hudson Tubes for transportation to Newark.

"At the present time approximately 16 trucks, carrying anywhere from 300 to 1,500 pounds of air mail each, make the trip each day between LaGuardia Airport and the General Post Office. Compare the mail truck trip whose fastest time is 45 minutes with a helicopter flight of nine minutes. . . .

"Of course, Westair can readily be increased in size by additional floors and/or extending down over the railroad tracks toward the Hudson River.

"Particular stress should be made upon the fact that Westair eliminates the necessity of any transportation across midtown Manhattan by the use of over-water routes

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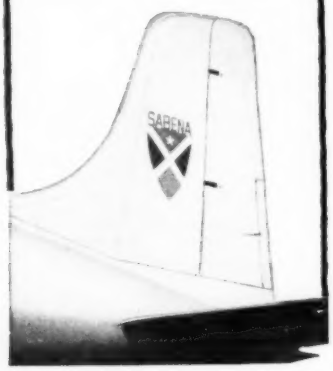

or low-building areas. It is an important key to safe air transportation within the city."

Here is how he visualized Westair in October, 1945:

"A flight deck, not unlike that of an aircraft carrier, would form the roof of a three-story structure. Elevators have been provided for, bringing landed helicopters down to the bottom floor for servicing or parking. The second floor would contain a rotunda for passenger ticket sales, information desk, waiting room, restaurant, etc.

"Taxis will be able to take on or discharge passengers indoors, thus relieving the congested streets. Trucks can load or unload air cargo within the structure itself. A wide observation and control tower, built at the east end of the flight deck, would face in the direction of the Hudson River and give a clear view of all incoming and outgoing flights.

"Air mail delivery would be greatly benefitted by Westair because not only would helicopter flight-time slash deeply into the present long surface trips to LaGuardia Airport, but also for the reason that the important airborne letters would land or take off within feet rather than miles of New York's General Post Office."

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Andrew B. Shea, president of Panagra, met the New York press a couple of weeks ago, and went into some detail on the prospects of future United States-South American air traffic. While most of the conference swung into passenger channels, it was indicated by Shea during the course of the general question-and-answer period that present conditions did not warrant Panagra's operating an all-cargo plane. Passengers were of first importance, he said—at least for the present. The current exchange situation and import restrictions have cut in deeply.

Later, however, in a private conversation with AIR TRANSPORTATION's representative, he stressed the fact that he did not seek to play down the great future of air cargo. In fact, he said, Panagra is "beating the bushes for more and more air cargo business." The airline has every intention in the world of reinaugurating all-freight flights. Meanwhile, Panagra finds it expedient to ship all its cargo on passenger planes, of which, Shea says, the DC-6 is the best for that particular route.

• • • • •

Slick Airways, cooperating with the New York Board of Trade, did it up brown at Newark Airport. Not only did the freight line show off its new loading techniques, but it went one long step further—it took advantage of the means of a fashion show (Miss Sweater Girl of 1949, Miss Texas of 1949, etc.) to give the East its first peep. In fact, this was the first time that a consolidated fashion show of Dallas creations ever hit the East.

Colonel William L. Rich, executive secretary of the Aviation Division, NYBT, pointed out that more than half of Slick's Westbound and Southwestbound freight consisted of wearing apparel and textiles. According to Alma Cunningham, who manages the Dallas Fashion Center, apparel association for the 33 Dallas manufacturers, doing an annual business of $67,000,000 in women's garments, air freight transportation has enabled the firms to enter the New York and Western markets. Overnight delivery has turned the trick. Master of ceremonies was M. D. Griffith, NYBT executive vice president.

Slick also used the occasion to display its new garment bag, which enables manufacturers to load clothes directly onto aircraft without packing. Upon arrival at destination, these garments are ready for sale and instant wear. Time-saving is enormous.

The Texas-based air freight carrier, which is serving 20 cities on a scheduled basis (14 additional cities have been assigned to Slick) is due to add a half-dozen more aircraft to its present fleet of 22 C-46 *Commandos*. One of the new planes will be a Noordyn *Norseman* (payload, 2,000 pounds) for short-haul feeder work. It's no secret that Slick is more than a little interested in purchasing a cargo version of the *Constellation, Lifmaster*, or *Stratofreighter*.

Slick has been operating in the black since it won certification several months ago. M. C. Wilkin, general sales manager, chortled over this fact, and is predicting even bigger things.

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ECA has given its blessing to Linee Aeree Italiene's intended purchase of three four-engined American aircraft which will be put into service between Rome and New York. Delivery of the first plane is expected this month, and the other two within the next month or two. The new service should be ready for inauguration by Spring.

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TWA reports that not all of its orchid cargoes are for milady. A good part of the shipments of this flower are destined to firms which use them for sales promotion purposes—"crowd gatherers," as the airline term it. For example, a shipment of 1,500 Princess Aloha orchids were brought in from Hawaii by air, transshipped via TWA to New York. Consignee was Willoughby's Camera Store which gave away the orchids with purchases of Sylvania fla-hbulbs.

The airline also bring forth the executives of Jules Borel and Company, Kansas City watch distributors, who have come out with the pat statement that their firm "could not successfully get along" without air freight. Declared Pierre Borel, general manager and a senior partner in the firm:

"Our average shipment from Switzerland contains about 500 watches. Weight of the average shipment is 26 pounds and the cost about $125, making each watch cost us only 25 cents for delivery more than 5,000 miles from the factory. That's mighty cheap transportation when you consider the two main factors important to us—speed and safe handling."

Why is speed important in the delivery of watches? Listen: When a timepiece leaves the factory, it normally is adjusted to "the greatest accuracy." However, any watch which remains unwound for a long period will have its oil dry up. This requires cleaning. Since surface delivery requires from six to eight weeks, as against four to five days by air, preference for the latter is obvious.

As for safety, Robert Bollier, sales manager, points out that in the two years his firm has been taking advantage of air freight facilities, "we have never had a claim for damage in shipping."

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During the month of September, Seaboard and Western Airlines hauled a record volume of 211,432 pounds of exports out of the United States, going beyond the 200,000 pound mark for the first time in S&W's existence. Traffic that month zoomed 113 percent above the September, 1948, figure. For the first nine months of this year, Seaboard carried 2,839,895 pounds of commercial air freight. This

represented an increase of 36 percent over the comparable period last year.

• • • • •

More orchid news—and this time it concerns Sabena Belgian Airlines. Seems that a certain quantity of highly cultivated hybrids was airshipped to the exhibit of the Texas Horticultural Society in the Shamrock Hotel, Houston, Texas. Consignor was Flandria, of Bruges, Belgium, largest orchid grower in Europe. Sabena transferred the blooms to United Air Lines in New York, which were picked up in Chicago by Braniff International Airways and flown to destination. Among the flowers was a spike of Sabena orchids, named for the airline.

Last month Sabena set a new trans-atlantic record by flying nonstop into Brussels in 10 hours, 13 minutes, cracking the previous record for this distance (3,679 miles) set in April, 1948, by Air France by exactly 25 minutes. A DC-6 did the job.

Next year's DC-6 service to Milan and Rome will be increased to six flights a week. Also, through service to Israel will be scheduled on a twice-a-week basis.

• • • • •

Speaking of speed records, cognizance must be taken of Scandinavian Airlines System's November 6 flight of a DC-6, from New York to Prestwick, in just five minutes under nine hours. The old record of nine hours and 12 minutes had been set by a Pan Am *Stratocruiser*.

• • • • •

The Flying Tiger Line has signed an interline agreement with China National Aviation Corporation. CNAC service reaches from Frisco to Hong Kong, Shanghai, and Tokyo.

• • • • •

The Civil Aeronautics Board has authorized Canadian Pacific Air Lines a foreign air carrier permit for service from terminal points in Canada to points in Australia and New Zealand, via Honolulu, Hawaii, Canton Island and Fiji, with permission for operational non-traffic stops in San Francisco.

• • • • •

Continental Air Lines and LAMSA, of Mexico, have entered into an interline freight agreement. According to E. J. Riederer, CAL traffic manager, "the new agreement will be a boon to United States exporters and importers doing business with Mexico and Central America." It was stressed that under the new setup, the Mexican carrier's air cargo service will slash red tape in customs clearance, thus speeding up shipments. Such delays have held up shipments days and even weeks. Riederer said that United States shipments crossing the border in bond and clearing at Torreon, Mexico, will require a maximum of 12 hours. Only one airway-bill from the originating airline and export declaration are necessary.

Meanwhile, John A. Smith, CAL's cargo sales manager, reports that in September an increase of 49 percent in volume flown was recorded, as compared with the same month last year. The first three-quarters of 1949, as against the same period in 1948, shows up better by 50.8 percent.

• • • • •

Transocean Air Lines has opened charter plane service between its new operations base at Boeing Field, Seattle, and points in Alaska. The new service will haul United States Navy personnel and supplies between Seattle and the Aleutians, and will be available for commercial charter as well. • • • • •

Robinson Airlines has become the eighteenth member of Air Cargo, Inc. It is the first local service air carrier to have become a stockholder in ACI.

• • • • •

Southwest Airways reveals that it will add two more DC-3s to its present fleet of nine planes. Not only will there be more seats in the new jobs, but there will be extra cargo space. Delivery is expected in the Spring. • • • • •

Air Cargo Day was scheduled to be celebrated by the American Society of Mechanical Engineers on November 29 at the Hotel Statler, New York. Co-sponsors are the Institute of Aeronautical Sciences and the Society of Automotive Engineers.

• • • • •

The Military Air Transport Service recently took delivery in Seattle of its first C-97A *Stratofreighter*. It is an advanced model of three Boeing YC-97 cargoplanes and a YC-97B passenger transport already in MATS service. Normal payload of the *Stratofreighter* is 41,400 pounds. Under special conditions it is capable of carrying 53,000 pounds. Range is 3,750 miles. • • • • •

Howard Willard, cargo sales manager for Panagra, will address the Clearing-Cicero Traffic Conference of Chicago on December 8, as part of the Air Transport Night celebration. Chairman is John Courtright of Capital Airlines.

• • • • •

Guy M. Springer, manager of cargo sales for Capital, reports that his company's air cargo business reached an all-time high in the third quarter of this year when a total of 2,381,000 ton-miles was recorded. September also proved to be the biggest air freight month in the whole 23-year history of Capital, marking up a ton-mileage of almost one million. Poundage increased 20 percent over September, 1948. • • • • •

Air service to Munich, Germany, also records the fact that Air France now is

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Shown above is a part of one of the biggest commercial air shipments in history—200,000 pounds of furniture and other equipment consigned to the new $7,000,000 Caribe-Hilton Hotel in San Juan, Puerto Rico. Some 30 planes were required to haul 600 bed frames, 304 dressers, 352 vanity tables, 3,000 chairs and sofas, and 355 floor lamps and miscellaneous items, from Newark, Chicago, and Miami (above), to San Juan. Eastern Air Lines flew the cargoes from Newark and Chicago, while Pan American World Airways took off from the Florida city. According to Robert Caverly, treasurer of the Hilton firm, air transportation was adopted not only for its speed, but to save money as well. There are substantial savings in packaging, insurance, cartage, etc. The Caribe-Hilton Hotel, one of the biggest of the projects of the Puerto Rico Development Company.

serving 79 countries on six continents. Flights to Munich are part of the regular service to Vienna. Alternate stop is at Mulhouse.

* * * * *

The operating certificate of Strato-Freight, Inc., whose C-46 crashed off Puerto Rico with a loss of 53 lives on June 7, has been tentatively revoked by the CAB.

* * * * *

TACA recently announced new low rates for toys and games bound for Belize, Guatemala City, Managua, Mexico City, San Jose, San Pedro, San Salvador, and Tegucigalpa.

* * * * *

The Commerce and Industry Association of New York, Inc., has established an Air Commerce Department, headed by Daniel H. Ecker. Ecker formerly served as the first executive secretary of the Aviation Section, New York Board of Trade. He also has served in various important posts with the Columbia-American Institute, National Foreign Trade Council, and New York World's Fair.

* * * * *

The Puerto Rican Transportation Authority has broken ground for the new $15,000,000 International Airport at Isla Verde, just outside San Juan. When finished, it probably will turn out to be one of the best in the Western Hemisphere.

* * * * *

Braniff International Airways' northern regional office has been switched from Oklahoma City to Chicago. Robert T. Phinney, Jr., heads the new office at 119 South State Street. Reason for the move was the obvious importance of the Windy City in international trade.

* * * * *

The Aircraft Industries Association has proposed a change in regulations which would allow cargoplanes to carry 5 percent more gross weight than similar planes used for passengers. It is suggested that the International Civil Aviation Organization create a special air-freighter class with that specification. The change, says AIA, would increase a cargoplane's payload by 20 percent without sacrificing safety.

* * * * *

When cargo began piling up on the West Coast last month, C-74 *Globemasters* were pressed into service. Eleven round-trip flights were scheduled for the big planes which are capable of carrying a payload of 25 tons.

RESPONSIBILITIES

(*Continued from Page 9*)

to recognize the fact that flowers do require specialized handling from the time they are picked up at the shipper's place of business until they reach the ice box of the consignee at the destination city.

Speaking of pickup and delivery brings me, logically, to my next point—and a very important one at that, because I think it is the bounden duty of the carrier to make available to the shipper a ground service which is just as dependable, just as reliable, and just as properly equipped as the airplane itself which is used for the longer line haul. What good does it do to rush a shipment across the country in a matter of 10 to 12 hours if it sits in a hangar for an equal, or even longer, period of time, while the retailer is losing one sale after another and cussing out the airline and the grower all at one and the same time?

Next, I believe it is the duty of the airline to tender a fair, equitable, honest, and prompt claims service, because no matter how good you are, how clear your procedures, and how well they are followed by your personnel, there will be times in any form of transportation when damage in transit will occur, and when there is need for a well-rounded claims service to fill the breach. United Air Lines has recognized that problem, and has

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made the appointment of claims experts who not only are fully qualified, but also are fully authorized to take whatever claims action they may deem necessary and to settle any legitimate claims promptly and fairly.

Also, I think the airline has the responsibility of notifying the shipper and the consignee promptly in case of any unusual delay. Nothing is more exasperating than to start a shipment on its way, and then have it drop out of sight with the retailer back East calling every 15 minutes and the airline either unable or unwilling to develop information as to where the shipment is and when delivery might be expected.

These are some of the major things which I think the airline must do to uphold his share of the bargain and his share of the partnership responsibility. There are certain things which we all recognize that the grower or shipper must do in carrying out his side of the partnership responsibility.

Shipper's Responsibilities

Now the shipper . . . .

First of all, I think it is incumbent upon the shipper to ship a good product. Not that anyone would deliberately ship inferior merchandise, although even that may have happened a few times in the past, but care should be exercised that proper growing conditions have been observed, that the flowers are cut at the proper time, and that they are free of infection which might possibly cause deterioration enroute.

Secondly, I think the shipper has a duty to pack the shipment to the very best of his ability, utilizing all the latest protective devices that have been developed. Pre-cooling, in many cases, is important—just as important, in fact, as the use of proper wrapping materials, wet and dry ice, insulating materials, and any and all protective elements that have been developed for both the ground and air shipments. It is well to remember, of course, that in addition to the air haul many shipments must move via rail or truck to reach their final destination. Thus proper packaging is necessary for all three types of transportation.

Third, it is the responsibility of the shipper to notify the carrier of abnormal loads, or any special service requirements, so that the carrier can prepare for it.

These are a few basic responsibilities, and I think that if they are recognized fully by both parties we will be in a fair way to a better understanding of each other's problems and more quickly achieving our final goal, which is to move more traffic and develop more profits for both industries.

To be even more realistic about this thing, I think we should recognize the fact that air transportation has certain limitations; and once we turn the spotlight on these limitations and better understand them, we can better appreciate why certain things do happen and must happen which may not be exactly to our liking.

There is the matter of speed—a speed of 200, even 300, miles an hour—but not the supersonic speed which some people seem to expect the minute they turn a shipment over to an air

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carrier. *There is no cargoplane in the world today that can leave California at night after the traffic is available, and reach our Eastern cities in time for the opening of business so that the consignee will find the flowers in the ice box when he goes down to work at 6 o'clock in the morning.* The airplane just doesn't fly that fast—and when you add three hours' change of time to the bargain, you realize that next-day delivery, which allows for sorting, watering, etc., resulting second-morning sale at points 2,000 miles away, is a pretty good deal after all. One of these days we will have cargo airplanes capable of speed in excess of 300 miles an hour, but we do not have them today.

Ground Handling

The second limitation is one concerning ground handling, particularly ground handling time which includes notification of arrival or notification of delay—as the case may be. The other morning, in Chicago, I watched our trip 902 come in from the Bay Area, and I counted 183 boxes of flowers that were unloaded from the trip. Now, some people want to be called as soon as the trip gets in, or even before, so that they can have their own vehicles on hand to make the pickup. It occurred to me at that time that if we started calling immediately the 40 or 50 customers involved, and allowing about two minutes for the handling of each telephone call, the last fellow wouldn't have been reached for an hour-and-a-half—and, naturally, he would want to know the reason for the delay. My point is that even with the expedited service that the lines are trying to render, there still remains certain limitations of personnel and handling equipment which simply does not allow for push-button speed, which at least some people seem to think should exist when they specify shipment by air.

The next thing is the problem, or limitation, which results from peak seasonal demands. Here again most people are reasonable about the matter, while others simply cannot understand why the airline cannot supply all the space needed to take care of all of their shipments the week before Easter and before Mother's Day, and at certain other lesser holidays during the year.

I don't think there is any form of transportation in the world that can successfully meet and handle those peak requirements to the satisfaction of everyone. We would have to maintain such an excess of equipment, which would be sitting on the ground idle for 11 months of the year, that we would go broke in less time than it takes to tell the story. I do say that the carrier should anticipate and provide to the fullest extent of his ability for this peak seasonal traffic, and should make an all-out effort to get it to retail outlets in time for pre-holiday sale. But once this has been accomplished, the shipper should be satisfied that a maximum of effort has been expended and no more can be done.

Another problem is one in economics—the age old question of profit and loss. Today it costs United Air Lines $1,800 just to fly a DC-4 Cargoliner from San Francisco to Chicago—and this figure represents only direct flying cost, allowing nothing for overhead, my salary, advertising, sales effort, and all the other expenses that are inherent to any business. Now, in order to bring in this much money we need 12,000 pounds of traffic at the present rate of $15.10 cwt. before we can even start thinking about making a profit. When one realizes that the airplane can carry only 18,000 pounds, or, in the case of flowers, only 12,000-13,000 pounds, it becomes apparent that the carrier *does* have a problem in economics. Let the reader not misunderstand me. Certainly an airline should not attempt to handle the traffic if he isn't going to make any money out of it. But I merely want to acquaint the reader with some of the economics of the matter so you will know that the carrier, as well as the flower industry, do have to watch the dollar-and-cents column very closely.

Need for Cargoplane

Of course, that points up the need for a real, honest-to-goodness air-freighter which we do not have today. What we need is a cargoplane that can operate at 300 miles an hour or better, carry a payload of at least 30,000 pounds at a cost of 4¢-5¢ a ton-mile. Frankly, I see no possibility of such a plane in the near future, because the airline people can't afford to spend the money to develop such a plane, and the manufacturer can't be expected to produce such a ship without at least a minimum number of firm orders for it, once it has been completed. The answer, I think, probably lies in the Prototype Bill which, incidentally, is still kicking around in one of the Congressional Committees, and we doubt very much that anything will be done on it this year or even next.

There is one other problem which, in my opinion, is just as real as the other ones, and which both industries can tackle jointly to their mutual benefit—that of merchandising and selling airborne flowers. The surface has barely been scratched in that direction. This calls for the best thinking and the best effort on the part of the air carrier and flower men—new ideas and new techniques, new approaches, which certainly can be developed.

Why not form a joint committee, or group, the sole purpose of which shall be the creation of more business-getting ideas?

DESIGNED FOR CARGO

(Continued from Page 17)

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a cargoplane, it can be converted into a troop or evacuation transport, accommodating 60 troops or 50 litter patients, six ambulatory patients, and six medical attendants.

Under the heading of *Loading:*

- The loading ramp, located in the rear of the fuselage, facilitates loading of wheeled vehicles.
- The ramp can be lowered or raised to truckbed or cargo platform height.
- The cargo floor is only 31½ inches from the ground.

Under the heading *Cargo Specifications:*

- The cargo compartment is 36 feet, eight inches long; nine feet, two inches wide; eight feet, two inches high; and usable cubage, 3,570 cubic feet.
- Cargo load is 21,008 pounds, while the maximum gross weight of the plane is 54,000 pounds.

Other specifications of the XC-123 are: 77 feet, one inch long; 110-foot wingspan; 32 feet, eight inches tall; cruising speed, 200 miles per hour; maximum speed, 250 miles per hour; takeoff over 50-foot obstacle, 750 feet; landing over the same obstacle, 1,000 feet. Safety features of the transport are extensive.

THIS IS THE 7350TH

(Continued from Page 16)

Not too many months earlier—on the first of July, 1948, to be exact—the 7350th Air Base Group was activated with a complement of 363 men assigned from the 100th Station Complement Squadron, the 1119th Military Policy Company (Avn.), and the 2025th Labor Supervision Company (Avn.). Commanding the Headquarters and Headquarters Squadron was Lieutenant Colonel Frank P. Smith, who was responsible for furnishing administration, billeting security, and supplies for Tempelhof.

Other key officers were: Captain James A. Richards, Air Police Flight; Captain George Kontra, Staff Automotive Officer; Major John G. Grier, Supervisor, Aircraft Maintenance; First Lieutenant William W. Metz, Budget and Fiscal Officer; First Lieutenant Patrick H. Rogers, Air Inspector; and Major Gerald A. Leen, Chief of Supply.

To keep the record straight, the 7350th was responsible to the 61st Troop Carrier Group based at Rhein-Main. (Read *Rhein-Main-Berlin Shuttle* in the August AT.)

July 1, 1948 was not only distinguished by the activation of the 7350th, but it also found the first of the four-engined *Skymasters* assigned to Operation Vittles from Air Force bases in many parts of the world landing here. These planes hauled tons of flour.

"It ain't the principle of the airlift I'm opposed to," one noncom complained; "It's the monotony of the cargoes. Flour. Coal. Flour. Coal. Why the hell can't they think up something like Haig and Haig for a change?"

Some 10 weeks later, Colonel Henry W. Dorr, the CO at Tempelhof, was switched to Kaufbeuren Air Force Base, and was succeeded by Colonel Carl L. Feldman. Also, Major Daniel E. McDonald filled the post of Air Installations Officer.

Activity heightened. The drone of

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transports deepened. It was get-up-and-go, up and down the length and breadth of Tempelhof. At this time the new airfield at Tegel in the French Zone went under construction. Fully 10,000 German laborers were put to work on round-the-clock shifts. This project brought a change in the "monotony" of air cargoes. *Packets* and *Skymasters* were bringing in such heavy equipment as rock-crushers, caterpiller tractors, cranes, and many other types of construction equipment. Some of this equipment required dismantling before shipment, while others were flown into Berlin intact. And when they started building a second runway at Tempelhof, this flow of heavy units persisted.

The Gatow Flight—a detachment of the 7350th ABG, under Major James J. Brown—was established at Gatow, the airfield in the British sector of Berlin, on August 24. It became an unloading point for airfreighters of the 313th Troop Carrier Group, based at Fassberg.

More Changes

Then, more administrative changes: Colonel Fred T. Crimmins, Jr., Deputy Base Commander, moved to Fassberg; Lieutenant Colonel Frank P. Smith became Base Executive Officer; and Lieutenant Colonel William H. Delacey moved into Smith's vacated spot. Delacey's Headquarters and Headquarters Squadron soon underwent a major transformation, breaking into these four squadrons:

Headquarters and Headquarters Squadron, 7350th ABG, under Major Lin Parker.

7351st Supply and Maintenance Squadron, under Captain Orville K. Reilley.

7352nd Air Police Squadron, under Captain James A. Richards.

7353rd Air Installation Squadron, under Major Daniel E. McDonald.

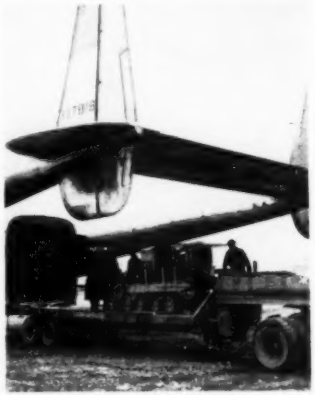
Once more a change: Delacey assumed Smith's duties, and Lieutenant Colonel Stanley E. Matthews became Chief of Operations.

Winter descended upon Germany, and for the Berlin area it meant a long period of traditionally poor visibility. Came a set of high-intensity approach lights, giving airlift pilots, on the final approach to the Tempelhof runway, a 3,000-foot orientation path. There was a concerted sigh of relief everywhere.

As the weather began to play hob, and there was only a small time limit between discharge of cargo and take-off, the 7350th established a "curb service weather report" which was found to be more expedient.

A pre-opening flight to Tegel in early November found Lieutenant General

Delivering the goods at Berlin, the three-man crew of a C-54 takes advantage of some "coffee and" at the mobile snack bar. In a few minutes they'll be returning to home base.



German laborers unload a tractor.

John K. Cannon, USAFE Commanding General, and Major General William H. Tunner, CALTF Commanding General, aboard a C-54 hauling 20,000 pounds of food. The field opened officially less than two weeks later. Four days after Tegel went into operation, Tempelhof's second runway was completed; and after three more days, the high-intensity approach lights were turned on.

"Now we're really going into business!" a corporal said enthusiastically outside the United States Press Center in Berlin.

"Such business!" a foreign correspondent, standing beside him, muttered.

Major Richard G. Walker took over command of the 7351st Supply and Maintenance Squadron, eventually followed in this position by Lieutenant Colonel Leon Sutton; and Major Glen W. Thompson and Lieutenant Colonel Matthews successively assumed command of the newly activated Tegel Flight. Soon afterward, Colonel Feldman moved to USAFE Headquarters and Lieutenant Colonel Delacey took over the 7350th. Captain Russell Rupert (eventually succeeded by Major Edward R. Clark) became CO of the 7353rd Air Installation Squadron, while Captain Milton T. Pollen took charge of the 7353rd Air Police Squadron.

At this time the block system—a safer and more efficient method of handling the increasing air traffic—went into effect. A newly completed mobile maintenance shop, operating 24 hours a day, did wonders for turn-around maintenance. This showed up in tonnage figures. You can bet your bottom dollar on that.

Stormy March

Last March really came in like a lion. The 7350th threw itself into the work of snow clearance, digging out paths for the ever-coming and departing cargoplanes. Yes, sir!—it certainly was a cold war! A specially designed jet deicer, flown in from Furstenfeldbruck and set up on a truck, traveled from plane to plane, stripping them of all snow and ice.

Did construction halt during these days? Not by a long shot! The runways at Tempelhof and Tegel continued to be reinforced and expanded. More and more planes were scheduled for the airlift.

At long last the final series of changes in key staff officers and commands took place. Major Lin Parker, Jr. was designated Base Executive Officer, and Captain Chester A. Fitzgerald and Captain Stanley H. Gabler successively took over Parker's old post as CO of the Headquarters and Headquarters Squadron. Not many days afterward, Lieutenant Colonel Delacey returned to the States and was replaced as Base Commander by Colonel John E. Barr.

Remember the big Easter Parade of April 16? That was the day of the Big Push; the day Tunner threw everything into the air—and Tempelhof was expected to handle it all without a single hitch. Well, it was done—all 12,940.9 tons of it! A total of 1,398 flights was

handled. Not a few thought it impossible, but the airlift cycle continued. Like that slogan in many an Air Force office: "The difficult we do at once; the impossible takes a little longer."

Replying to the question of what goes on behind the scenes when Vittles records are smashed, a service newspaperman said:

"The answer is available at Tempelhof, the busiest receiving terminal of the Berlin airlift. Here, as at other airlift bases, the machinery of Operation Vittles functions with such well-oiled precision than an all-out effort behind a record attempt—such as the smashing Easter present to citizens of Western Berlin—appears to be nothing more than a routine every-day procedure.

"The planes land and take off more frequently—the interval on April 16 was approximately 75 seconds on the average—the trucks roll in and out a bit faster, the unloading crews sweat more profusely, and there is an all-pervading atmosphere of efficient intensity of effort.

"But despite the driving determination of all personnel concerned to expedite landings and take-offs, and to reduce loading and unloading time, the general scene is not one of breakneck rushing to get things done. The men know their jobs and do them with systematic efficiency."

I flew over the Russian Zone at 1 a.m. on May 2. Below they were still celebrating May Day, and enormously powerful rockets and flares were being shot up into the sky. They came so near our plane that the pilot lifted it several hundred feet. His co-pilot leaned over to him and shouted:

"That stuff down there looks so real, it reminds me of old times."

"Perish forbid!" the pilot replied, staring ahead.

AIR MAIL PAY

(Continued from Page 12)

It provides for separate appropriations and accounts: (1) for a compensatory rate to be paid by the Post Office to the airlines for services actually rendered in carrying the mails, and (2) for subsidy to be appropriated to the Civil Aeronautics Board for payment to the airlines whenever essential for the commerce, postal service, or defense. It will thus permit the Appropriations and other Committees of Congress to settle the size and the proper policies for airline subsidies, and not have them smuggled through the budget in the form of air mail payments which have little relation to the volume of mail actually flown.

I am in sympathy with the recommendations of the Post Office Committee of the House of Representatives which, although they then had no prepared bill before them, issued the following report on May 13, 1948:

"It is the recommendation of the Committee that the subsidy element in air mail pay be separated. It has been suggested that this could be arrived at by accounting procedures in the Post Office Department. However, this procedure would not eliminate the basic objection which is that, under the present situation, we have an administrative board allocating public funds through which basic public policies are established without action directly by the Congress. The better solution is to make provisions for subsidies directly to the Civil Aeronautics Board."

Another Reminder

A further reminder that some action is needed was made in a report of the Senate Appropriations Committee on April 29, 1949 and repeated on October 17, 1949.

"The Committee again calls the attention of Congress to the incongruity of charging the Post Office Department appropriation under the guise of cost of carrying the mails by air, huge sums of money running into millions of dollars which, in truth, have no relation whatever to the costs of air-mail transportation but, in fact, are simply subsidies to the recipient airlines. The Committee believes that the Civil Aeronautics Authority Act of 1938, as amended, should be further amended so as to provide for the payment of this subsidy under its present designation and, thus, to relieve the Post Office Department from being required to carry the item as a part of its appropriation. Such change in the 1938 law will also serve to let the Congress and the people know the nature and extent of this subsidy."

Because this separation reform requires an amendment to the Civil Aeronautics Act, the bills have been referred to the Commerce Committees of both Houses. While the House Commerce Committee has not in 11 months taken up the separation problem, the Senate Commerce Committee held hearings during April, May and June of this year.

At the hearings, a majority of the witnesses favored separation. Opponents of separation have subsequently taken the tack of not arguing against its merits per se, but of stalling it off by advocating lengthy "studies" of the problem, exemptions from the separation provisions for favored groups, etc.

Two substitute bills have been introduced, which are compared in the table on page 13 with the original genuine separation bill, S. 1431:

Since the close of the hearings in June, action on separation legislation has been repeatedly postponed. The Civil Aeronautics Board has made vigorous objections that it could not administer separation without making a long study, and the Appropriations Committees are unwilling to give more money to the CAB. A short study was contracted for by the Senate Commerce Committee last October with the New York accounting firm of Ernst & Ernst for delivery in January, 1950.

It is recognized that there would be a big accounting problem in unscrambling subsidy from air mail pay and establishing a sound cost allocation formula. The Johnson-Kennedy Bill (S. 1431 and H. R. 2908) provides six months to elapse between the passage of the bill and its effective date on the airlines. It is my own view that the research that the CAB can do in those six months, plus the amount of study which the Senate Commerce Committee, the Hoover Commission, the Post Office

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Department, and private citizens have *already* put in on this subject, should give the Board *plenty* of preparation for the job of administering this act.

The Budget Bureau, after consultation with President Truman, has clearly stated in a letter of August 9 to Senator Johnson that "the objectives of S. 1431 would be in accordance with the program of the President."

I am a firm believer in promoting a strong and healthy airline system for the sake of both commerce and national defense. I am also a believer in good government, clear fixing of responsibility, and sound accounting.

The air mail pay bill presented annually to the taxpayers is, after all, not a stifling sum, adding up to $100,000,000 last year and $125,000,000 this year. I do not see how anyone can talk about increasing or decreasing the amount of Government subsidy to our airlines until we at least know what the present subsidy is. At present, the taxpayers have no means of knowing whether or not they are getting their money's worth from the air mail subsidies.

Action on S. 1431 depends primarily upon the Chairman of the Senate Commerce Committee, Edwin C. Johnson of Colorado, and on the Chairman of the House Commerce Committee, Representative Robert Crosser of Ohio, and the Chairman of the Transportation Subcommittee, Representative Lindley Beckworth of Texas. They are wise and experienced men with a wide background on transportation problems and very fair minded.

It is my hope that they will see fit to bring about action on this separation reform early next session.

LESSON IN AIR SHIPPING

(Continued from Page 18)

today is the incident which occurred at Braniff's Dallas headquarters recently.

A cable was received at 11:00 a.m. from the company's publicity representative stationed in Rio de Janeiro, stating that his wife was desperately ill and required a certain rare prescription available only in the States.

Braniff's El Conquistador flight had already left Dallas an hour before, and was on the ground at Houston, with only 25 minutes before departure time for the international flight to Rio.

Action was staccato from thereon. A hurried long distance call to Braniff's Houston station manager instigated split-second action. The station manager called the company doctor in Houston who okayed the rare prescription to a local drug house via the telephone. A special messenger was dispatched to the airport with minutes to go, and when Braniff's El Conquistador left the Houston International Gateway, the life-saving medicine was safely aboard—for delivery to the patient in Rio at 6:00 p.m. the following afternoon.

•

Flying Tiger

Last Fall, Television Station KPIX was faced with a serious problem in transportation that threatened to disrupt its master timetable which called for its being on the air in December. The transmitter site was to be on the top of the Mark Hopkins Hotel, San Francisco. The television antenna, however, was being manufactured by RCA in the Camden, New Jersey plant.

An air shipment was their only solution in order to maintain the construction schedule, but it seemed impossible when they considered that the television antenna itself not only weighed five tons, but was 100 feet in length. They discussed their problem with the Flying Tiger Line with the result that the television antenna was flown from Camden to San Francisco in 31-foot sections, together with about 6,000 pounds of delicate and valuable camera and television equipment.

Had the antenna been shipped by conventional means, it would have cost KPIX thousands of dollars in additional construction costs. However, by having the antenna and television equipment flown air-shipped, KPIX was able to maintain its construction schedule—and, incidentally, to be the first television station to go on the air in San Francisco.

•

Mid-Continent

Earth-moving equipment and road machinery—both in the heavy-weight class—are almost day-to-day boardings out of Mid-Continent Airlines' stop at Longview, Texas.

Here the No. 1 shipper, R. G. LeTourneau, uses air freight to move such heavy equipment to all parts of the nation—especially in emergencies. Typical of the latter was the case recently of a breakdown of an earth-mover at Salt Lake City—and the resultant tie-up of a major construction job.

Advised late one afternoon that a replacement part was needed to put the huge machinery back in operation, LeTourneau rushed the vital part—weighing 310 pounds—to the Gregg County airport where it was loaded into the nose compartment of a Mid-Continent passenger plane that evening.

The following noon, the part reached Salt Lake City—1,100 air miles away. The earth-moving equipment and its crew were back on the job before nightfall.

Movement of this particular heavy cargo shipment by air had averted what might have been a long and costly delay on a big construction project.

•

National

Steamship companies are saving many thousands of dollars every year because of the speed with which National Airlines air cargo carries vitally needed steamship parts to ports where ships are tied up in dock. Counting savings in terms of revenues, capital investment and crew time, shipping interests are depending more and more on this airline, which is unique in linking more Atlantic and Gulf coast seaports from New York to New Orleans than any other air carrier.

It is a common sight to see all kinds of steamship parts, such as bearings and valves as well as marine engines, being loaded aboard an NAL cargo ship to be flown to some seaport. Some ports, like Tampa and Mobile, have a lively traffic in marine engine parts in and out.

National is carrying even the heaviest cargo for the steamship companies, saving them days which cost thousands of dollars each. One such shipment was a steamship propeller shaft weighing 7,000 pounds. The steamship was docked in Havana Harbor and could not be moved until the broken shaft was replaced. A shaft was located in Miami, and the quickest way to get it to Havana was by air cargo. Loaded aboard an NAL cargoplane, the massive shipment had to have special skids con-

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structed which would distribute its weight over a greater area of the plane's floor. The shaft was flown to Havana in an hour, saving the steamship company some $5,000 a day—the cost estimated for every day the ship remained in dock.

•

Northwest

Using Northwest Airlines' cargo-carrying facilities to meet emergencies is now a global routine.

A steamship in Manila Bay needs a replacement part; a brewery in Minneapolis must shut down if it can't get a certain steam fitting; an over-the-road trucker is stalled in North Dakota for need of an axle; a doctor in Shanghai must have a vial of yellow fever serum which the United States Public Health Service has promised.

The needed articles are rushed by NWA planes to points along its domestic and international systems—and serious emergencies are forestalled in a matter of a few hours.

•

Seaboard and Western

Air shipment of heavy replacement parts for disabled vessels in harbors from Western Europe to Singapore focuses clearly the enormous benefits accruing to the user of international air freight, benefits which in the case of some other types of freight are somewhat hidden and imponderable although they are actual and substantial when searched out.

The Italian tanker *Ambronia* recently lay at Rome in need of a skeg, which is the lower stern frame supporting rudder and propeller. Cast by the Penn Casting Corporation, of Chester, Pennsylvania, and finish-machined at Bethlehem Steel Company's Hoboken plant, it was 18 feet long, with a seven-foot projection about half-way down its length, and weighed 14,250 pounds.

It was flown in a Seaboard and Western Airlines DC-4 Airtrader 4,300 miles to its destination, and was believed the heaviest single unit ever carried in international air freight. Its delivery by air reduced by about a month the enforced idleness of the tanker, and the cost of such idleness has been variously estimated at from $3,000 to $5,000 a day.

Still more recently, S & W accomplished delivery of an 8,500-pound rotor to a disabled vessel in London within 30 hours of the time the first message was received in New York requesting the replacement part. The North American Shipping and Trading Company received a cable at 4 p.m. on disablement of the tanker *S.S. Seven Seas.* The proper unit was located on Staten Island and its transfer to Idlewild arranged.

Space on a Seaboard aircraft was booked and the plane took off at 11:32 p.m. that night, touching down in London at 9:53 the following night. In contrast to 30 hours, it would have required from 15 to 20 days to get the unit to London by surface shipment. Seaboard estimates that similar flights, covering distances of from 3,500 to 12,000 miles, have saved ship operators up to a million dollars in reduced idling time.

•

Trans-Canada

In the last days of May, 1948, flood waters swept away the last ground communications between British Columbia and the rest of Canada. This meant the only way vitally needed shipments of drugs, food and clothing could be brought into the province was by air.

During the three weeks when the floods were at their height, TCA carried a daily average of 4,833 pounds of mail, 1,546 pounds of express and 18,481 pounds of cargo in addition to capacity passenger loads.

Temporary warehouses were set up at Calgary and Vancouver to house the tremendous amounts of cargo on hand.

214,000 pounds of butter was flown into Vancouver and altogether nearly 800,000 pounds of cargo was transported over the mountains.

It was, of course, not possible to handle all cargo on the regularly scheduled flights alone and many second sections operated daily. However, all flights carried passengers and mail as well as cargo and no special all-cargo flights were flown. Air cargo proved itself in the Rocky Mountain Airlift.

•

TWA

Marine operators throughout the world realize tremendous savings in time, money and other costs as a result of fast, coordinated air delivery of marine equipment replacements to vessels delayed by mechanical breakdowns in far-off ports.

A typical case in point is that of the steam tanker *Opequon.* Two of her Bailey feedwater regulator valves broke down as she was proceeding in the Mediterranean. The tanker radioed a New Jersey marine supplier for replacements for the valves, essential for controling the entry of water into boilers. Then, as is customary in such cases, the vessel made for the nearest port which was Palermo, Italy.

The supplier received the *Opequon's* request on October 1 and arranged with All-Air Freight Co., Inc., New York City, for forwarding the valves without delay. The forwarder immediately received confirmed space booking aboard

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a Rome-bound all-cargo *Skymaster* of Trans World Airline. The valves were placed aboard the *Skymaster* at La-Guardia Field and flown to Rome, from where they were transshipped without delay to Palermo, arriving there *before* the *Opequon* made port, and in less than 48 hours after she had radioed the supplier!

Prior to the existence of such regularly-scheduled air cargo services, it was usually necessary to ship marine parts overseas by surface transport which frequently resulted in weeks of delay causing not only loss of a vessel's use, but also port charges amounting to as much as $2,500 a day or more.

●

United

Emergency air cargo shipments are of two kinds—those that prevent or mitigate property losses and those that prevent or mitigate loss of life. The former have been treated in earlier articles of this series. An example of the latter, taken from hundreds in the files of United Air Lines, follows:

When polio became epidemic in Los Angeles during late summer last year a shortage of mechanical respirators (iron lungs) soon developed. The Los Angeles County Board of Supervisors voted a special appropriation to buy 32 lungs from the Collins Company, Boston. The West Coast distributor, Kimberly Sales Company, made arrangements for fast delivery from Boston by Cargoliners.

The first emergency shipments arrived August 23. Trucks and an ambulance from the Los Angeles County General Hospital met the Cargoliners at the airport. The respirators were swiftly deplaned and rushed through the streets with a police motorcycle escort. Subsequent shipments arrived daily, each Cargoliner carrying from two to four of the 1,000-pound lungs.

When the epidemic abated in November, LeRoy R. Bruce, director of the County General Hospital, credited air shipments for saving many lives and easing the pain of victims. Kim Hallimore, of the Kimberly Sales Company, said:

"Had we not used air transportation, we would have been unable to supply the Los Angeles General Hospital and other hospitals in California with iron lungs when they were needed. After the first shipment arrived on United Cargoliner, we shipped them with confidence, knowing the machines would arrive in perfect condition.

"Air shipment eliminated the need of sending extra parts for repair in the

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Albania 15c	Cuba 5c	Haiti 10c	New Hebrides 25c	San Marino (Rep.) .. 15c
Algeria 15c	Curacao 10c	Honduras (Rep.) ... 10c	New Zealand 25c	Santa Cruz Islands .. 25c
Andorra 15c	Cyprus 25c	Hong Kong 25c	Nicaragua 10c	Sarawak 25c
Anglo-Egyptian Sudan 25c	Cyrenaica 15c	Hungary 15c	Niger 25c	Saudi Arabia 25c
Angola 25c	Czechoslovakia 15c	Iceland 15c	Nigeria 25c	Scotland 15c
Anguilla 10c	Dahomey 25c	India 25c	North Borneo 25c	Senegal 25c
Antigua 10c	Denmark 15c	Iran 25c	Northern Ireland 15c	Seychelles 25c
Argentina 10c	Dodecanese Islands .. 15c	Iraq 25c	Northern Rhodesia .. 25c	Siam 25c
Aruba 10c	Dominica 10c	Italy 15c	Norway 15c	Sierra Leone 25c
Ascension Island .. 15c	Dominican Republic .. 10c	Italian Somaliland .. 25c	Nyasaland 25c	Solomon Islands 25c
Australia 25c	Ecuador 10c	Ivory Coast 25c	Okinawa 25c	Somalia 25c
Austria 15c	Egypt 15c	Jamaica 10c	Pakistan 25c	Southern Rhodesia .. 25c
Azores 15c	Eire (Ireland) 15c	Japan 25c	Palestine 25c	Southwest Africa 25c
Bahamas 10c	England (and Wales) 15c	Kenya 25c	Panama 10c	Spain 15c
Bahrein Islands 25c	Eritrea 25c	Korea 25c	Papua (British New Guinea) 25c	Spanish Guinea 25c
Balearic Islands 15c	Estonia 25c	Labuan 25c	Paraguay 10c	Straits Settlements .. 25c
Baluchistan 25c	Ethiopia 25c	Latvia 15c	Peru 10c	Surinam 10c
Barbados 10c	Falkland Islands 10c	Lebanon (Rep.) 25c	Philippines (Rep. of) .. 25c	Sweden 15c
Barbuda 10c	Faroe Islands 15c	Leeward Islands 10c	Poland 15c	Switzerland 15c
Bechuanaland Protectorate 25c	Fiji Islands 25c	Liberia 25c	Portugal 15c	Syria 25c
Belgian Congo 25c	Finland 15c	Libya 15c	Portuguese East Africa 25c	Taiwan (Formosa) .. 25c
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Bulgaria 15c	French Togoland 25c	Mexico ....per ounce 6c Postal cards 4c	St. Eustatius 10c	Uganda 25c
Burma 25c	Gambia 25c	Monaco 15c	St. Helena 25c	Union of South Africa 25c
Canada ....per ounce 6c Postal cards 4c	Germany 15c	Montserrat 10c	St. Kitts 10c	Uruguay 10c
Canary Islands 25c	Gibraltar 25c	Morocco 15c	St. Lucia 10c	U. S. S. R. 15c
Cape Verde Islands .. 25c	Gilbert & Ellice Islands Colony 25c	Mozambique 25c	St. Martin 10c	Vatican City State .. 15c
Ceylon 25c	Gold Coast Colony .. 25c	Nauru Island 25c	St. Pierre & Miquelon per ounce 5c	Venezuela 10c
Chile 10c	Greece (Incl. Crete .. 15c	Netherlands 15c	St. Vincent 10c	Yemen 25c
China 25c	Grenada 10c	Netherlands Indies .. 25c		Yugoslavia 15c
Columbia 10c	Grenadines 10c	Nevis 10c		Zanzibar (incl. Pemba) 25c
Cook Island 25c		New Caledonia 25c		

event of intransit damage. As a result of United's good service, the Kimberly Sales Company will use air freight exclusively for any and all future shipments."

AIR FREIGHT FORWARDERS

THE Customs Brokers and Forwarders Association of America, Inc., through Martin A. Kerner, president, recently warned all exporters that all those handling shipments in which ECA is involved and require the use of a forwarder, must employ only such forwarders whose names appear on the official list issued by the United States Maritime Commission. At the same time, Kerner pointed out that even though a forwarder's name appears on the official accredited list, it was not in any way to be considered as approval by that government agency. He stated that it was truly the responsibility of the exporter to exercise the same care in the selection of the forwarder as he would use in the conduct of his private transactions. Kerner was frank to say that, according to the high standards and professional ethics of the CBFAA, some of those firms whose names appear on the Maritime Commission's list are not considered by the industry as bona fide independent forwarders.

The new Maritime Commission's regulation, known as General Order No. 70, is a revision of Shipping Regulations Title 46, which requires all public and private agencies, and persons engaged in the procurement, shipment, transportation, and storage of all commodities supplied and shipped abroad from the United States, to use only those foreign freight forwarders who have been registered by the Commission and passed upon by the United States Department of Commerce. This is pursuant to the Foreign Assistance Act of 1948 and other foreign relief and rehabilitation statutes.

The entire national list may be obtained without cost by businessmen who make their request on their business stationery. Such request should be addressed to Customs Brokers and Forwarders Association of America, Inc., 10 Bridge Street, New York 4, N. Y.

Other industry news follows:

▸ **Air Express International:** Charles L. Gallo, president, reports that AEI has "taken the first step in trying to obtain a one-day service from various consulates which now require two days for the legalization of documents." It is understood that a number of consulates have agreed to cooperate in expediting air shipments.

▸ **Peter A. Bernacki:** Further indicating an upswing in this company's air business, Bernacki reports that William Kealey, general manager of the Metropolitan Division, is now in Europe giving the air freight forwarding situation there the once-over. His itinerary includes Brussels, London, and Paris. Also overseas is George Lubell, of Los Angeles, who is conducting a survey of economic conditions in Europe and the Near and Far East. Purpose of the Bernacki-sponsored survey is the searching out of new markets and the establishment of new air commerce between this country and various foreign points. Lubell is expected to visit Shannon, London, Geneva, Tel Aviv, Bombay, and other commercial and industrial centers.

▸ **Rediker Brothers:** Harry Rediker is scheduled to fly to Japan and the Philippines for the purpose of investigating air freight potentialities there.

▸ **Skyways Freight Forwarding Corporation:** Alfred J. Bovier, ex-director of schedules and tariffs for Peruvian International Airways, has taken over the post of traffic manager of SFFC. He has more than 2½ decades of experience in the transportation industry, and has served in various capacities with the Lehigh Valley Railroad; New York, Ontario, and Western Railroad; American Airlines; and California Eastern Airways. During the last war he held the rank of major in the Transportation Corps, and during the Battle of the Bulge he served as chief traffic officer of the Ans Yards at Liege.

Morris Shapiro, president, recently issued the announcement that SFFC has opened a subsidiary receiving station at 234 West 29th Street, New York.

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1 and 2	55	4
3	60	8
4	65	14
5	70	24
6	75	33
7	75	45
8	80	65

Weight	Zones 1 and 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—							
1 pound	$0.55	$0.60	$0.65	$0.70	$0.75	$0.75	$0.80
2 pounds	.59	.68	.79	.94	1.08	1.20	1.45
3 pounds	.63	.76	.93	1.18	1.41	1.65	2.10
4 pounds	.67	.84	1.07	1.42	1.74	2.10	2.75
5 pounds	.71	.92	1.21	1.66	2.07	2.55	3.40
6 pounds	.75	1.00	1.35	1.90	2.40	3.00	4.05
7 pounds	.79	1.08	1.49	2.14	2.73	3.45	4.70
8 pounds	.83	1.16	1.63	2.38	3.06	3.90	5.35
9 pounds	.87	1.24	1.77	2.62	3.39	4.35	6.00
10 pounds	.91	1.32	1.91	2.86	3.72	4.80	6.65
11 pounds	.95	1.40	2.05	3.10	4.05	5.25	7.30
12 pounds	.99	1.48	2.19	3.34	4.38	5.70	7.95
13 pounds	1.03	1.56	2.33	3.58	4.71	6.15	8.60
14 pounds	1.07	1.64	2.47	3.82	5.04	6.60	9.25
15 pounds	1.11	1.72	2.61	4.06	5.37	7.05	9.90
16 pounds	1.15	1.80	2.75	4.30	5.70	7.50	10.55
17 pounds	1.19	1.88	2.89	4.54	6.03	7.95	11.20
18 pounds	1.23	1.96	3.03	4.78	6.36	8.40	11.85
19 pounds	1.27	2.04	3.17	5.02	6.69	8.85	12.50
20 pounds	1.31	2.12	3.31	5.26	7.02	9.30	13.15
21 pounds	1.35	2.20	3.45	5.50	7.35	9.75	13.80
22 pounds	1.39	2.28	3.59	5.74	7.68	10.20	14.45
23 pounds	1.43	2.36	3.73	5.98	8.01	10.65	15.10
24 pounds	1.47	2.44	3.87	6.22	8.34	11.10	15.75
25 pounds	1.51	2.52	4.01	6.46	8.67	11.55	16.40
26 pounds	1.55	2.60	4.15	6.70	9.00	12.00	17.05
27 pounds	1.59	2.68	4.29	6.94	9.33	12.45	17.70
28 pounds	1.63	2.76	4.43	7.18	9.66	12.90	18.35
29 pounds	1.67	2.84	4.57	7.42	9.99	13.35	19.00
30 pounds	1.71	2.92	4.71	7.66	10.32	13.80	19.65
31 pounds	1.75	3.00	4.85	7.90	10.65	14.25	20.30
32 pounds	1.79	3.08	4.99	8.14	10.98	14.70	20.95
33 pounds	1.83	3.16	5.13	8.38	11.31	15.15	21.60
34 pounds	1.87	3.24	5.27	8.62	11.64	15.60	22.25
35 pounds	1.91	3.32	5.41	8.86	11.97	16.05	22.90
36 pounds	1.95	3.40	5.55	9.10	12.30	16.50	23.55
37 pounds	1.99	3.48	5.69	9.34	12.63	16.95	24.20
38 pounds	2.03	3.56	5.83	9.58	12.96	17.40	24.85
39 pounds	2.07	3.64	5.97	9.82	13.29	17.85	25.50
40 pounds	2.11	3.72	6.11	10.06	13.62	18.30	26.15
41 pounds	2.15	3.80	6.25	10.30	13.95	18.75	26.80
42 pounds	2.19	3.88	6.39	10.54	14.28	19.20	27.45
43 pounds	2.23	3.96	6.53	10.78	14.61	19.65	28.10
44 pounds	2.27	4.04	6.67	11.02	14.94	20.10	28.75
45 pounds	2.31	4.12	6.81	11.26	15.27	20.55	29.40
46 pounds	2.35	4.20	6.95	11.50	15.60	21.00	30.05
47 pounds	2.39	4.28	7.09	11.74	15.93	21.45	30.70
48 pounds	2.43	4.36	7.23	11.98	16.26	21.90	31.35
49 pounds	2.47	4.44	7.37	12.22	16.59	22.35	32.00
50 pounds	2.51	4.52	7.51	12.46	16.92	22.80	32.95
51 pounds	2.55	4.60	7.65	12.70	17.25	23.25	33.30
52 pounds	2.59	4.68	7.79	12.94	17.58	23.70	33.95
53 pounds	2.63	4.76	7.93	13.18	17.91	24.15	34.60
54 pounds	2.67	4.84	8.07	13.42	18.24	24.60	35.25
55 pounds	2.71	4.92	8.21	13.66	18.57	25.05	35.90
56 pounds	2.75	5.00	8.35	13.90	18.90	25.50	36.55
57 pounds	2.79	5.08	8.49	14.14	19.23	25.95	37.20
59 pounds	2.87	5.24	8.77	14.62	19.89	26.85	38.50
59 pounds	2.87	5.24	8.77	14.62	19.89	26.85	38.50
60 pounds	2.91	5.32	8.91	14.86	20.22	27.30	39.15
61 pounds	2.95	5.40	9.05	15.10	20.55	27.75	39.80
62 pounds	2.99	5.48	9.19	15.34	20.88	28.20	40.45
63 pounds	3.03	5.56	9.33	15.58	21.21	28.65	41.10
64 pounds	3.07	5.64	9.47	15.82	21.54	29.10	41.75
65 pounds	3.11	5.72	9.61	16.06	21.87	29.55	42.40
66 pounds	3.15	5.80	9.75	16.30	22.20	30.00	43.05
67 pounds	3.19	5.88	9.89	16.54	22.53	30.45	43.70
68 pounds	3.23	5.96	10.03	16.78	22.86	30.90	44.35
69 pounds	3.27	6.04	10 17	17.02	23.19	31.35	45.00
70 pounds	3.31	6.12	10.31	17.26	23.52	31.80	45.65

AIR TRANSPORTATION *Congratulates*

★ EXECUTIVE ★

WARREN LEE PIERSON, chairman of the board of Trans World Airline, recently elected president of the International Air Transport Association, succeeding **DR. ALBERT PLESMAN,** president of KLM Royal Dutch Airlines. Pierson will take office at the 1950 annual meeting of IATA.

RALPH W. STARKEY, until recently director of air cargo for Eastern Air Lines, appointed executive vice president and general manager of U. S. Airlines, newly certificated air freight carrier. Starkey, a long-time freight expert, has been associated with Capital Airlines, Taca Airways, and the Railway Express Agency.

ANDRE DE ST. PHALLE and **SAMUEL J. SOLOMON,** elected to the respective posts of chairman of the board and president of California Eastern Airways.

HARVEY J. GUNDERSON, CHESTER F. HOCKLEY, and **DANIEL A. EVATT,** newest members of the board of directors of the Glenn L. Martin Company.

JAMES GRENWELL, WILFRED C. TSUKIYAMA, GEORGE H. VICARS, JR., H. V. VON HOLT, ROBERT T. WILLIAMS, ROBERT VON TEMPSKY, and **GEORGE S. WONG,** recently elected to the board of directors of Hawaiian Airlines.

LESLIE E. NEVILLE, well-known aviation journalist, appointed assistant to the senior vice president of the Curtiss-Wright Corporation.

WILLARD L. LANDERS, FLOYD C. BENNETT, and **GEORGE A. HATCHER,** now serving the Fairchild Engine and Airplane Corporation in the following posts: Landers, assistant general manager, Bennett, comptroller; Hatcher, director of customer relations.

★ CARGO ★

RICHARD W. GILBERT, former general manager and director of sales for Willis Air Service, named air cargo sales manager of Eastern Air Lines. Prior to his connection with Willis, he served American Airlines as assistant to the director of cargo sales.

ROBERT V. WOODWORTH, appointed manager of interline and agency sales for the Flying Tiger Line. He has been with the company since August, 1947.

ADMIRAL EMORY S. LAND, president of the Air Transport Association, elected president and a director of Air Cargo, Inc.

★ SALES ★ TRAFFIC

HERBERT C. DOBBS, well-known aviation figure, who has joined Eastern Air Lines as head of the Latin American division of the sales and traffic department. He was with Pan American World Airways for 18 years. He is recognized as one of the top authorities on Latin America.

JOHN N. WESTFALL, named by National Airlines to head up the line's research and statistics department.

★ MISCELLANEOUS ★

HAROLD J. ROIG, Panagra director; **DOUGLAS CAMPBELL,** Panagra vice president-general manager; and **HAROLD L. HARRIS,** American Overseas Airlines vice president-general manager, decorated with the Order of the Sun (degree of Commander) by order of the Peruvian Government. This is the highest decoration granted to a civilan by Peru.

R. W. IRELAND, vice president-administration of United Air Lines, appointed a brigadier general in the United States Air Force Reserve. An air transport pioneer, Ireland had an important role in the operations of the Air Transport Command during the war.

LIEUTENANT COLONEL JEAN VERHAEGEN, of Belgium; **DR. K. N. E. BRADFIELD,** of Australia; and **COMMODORE D. A. F. GRASSI,** of Argentina, elected to the respective posts of first, second and third vice presidents of the International Civil Aviation Organization.

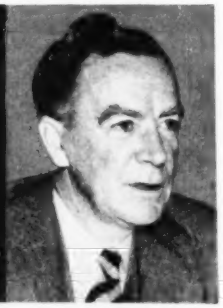
Warren Lee Pierson

Ralph W. Starkey

Richard W. Gilbert

Robert V. Woodworth

Emory S. Land



Herbert C. Dobbs

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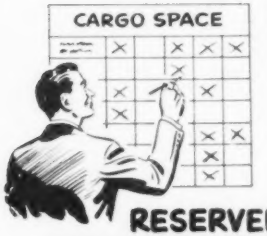

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